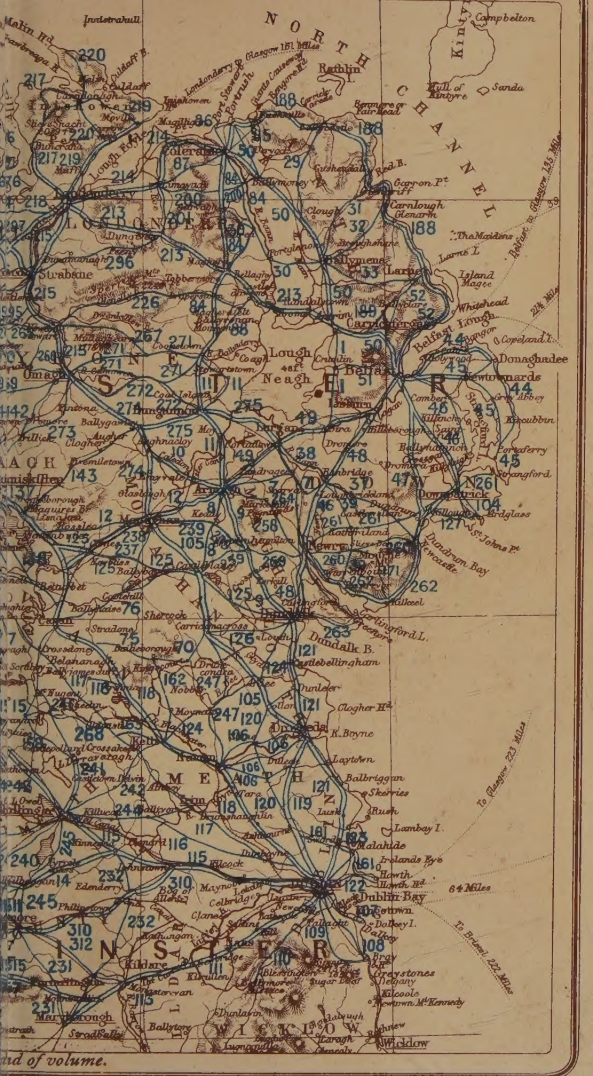
The "Contour" Road Book of Ireland.

With 500 Maps & Plans.

INDEX MAP
OF
IRELAND.
The numbers on the Map refer to the Routes.
Recommended Main Routes
British Miles
0 5 10 20 30 40 50
Tory I.
Bloody Foreland
Gweedare B.
Aran I.
Loughrosmoon
Loughrosbeg
Donegal Bay
Sligo Bay
Clew Bay
Galway Bay
Connaught
Ballina
Westport
Galway
Tuam
Moylough
Ballymoe
Ballinasloe
Longford
Athlone
Roscommon
Boyle
Sligo
Ballyshannon
Donegal
Continuation


NORTH CHANNEL
IRISH SEA
Inistrahull
Malin Hd.
Londonderry
Lough Foyle
Moville
Malin
Buncrana
Carndonagh
Ballykelly
Limavady
Coleraine
Portrush
Ballycastle
Glenarm
Larne
Ballymena
Carrickfergus
Belfast
Belfast Lough
Whitehead
Donaghadee
Newtownards
Bangor
Holywood
Comber
Killyleagh
Strangford
Downpatrick
Ardglass
St. John's Pt.
Dundrum Bay
Newcastle
Kilkeel
Greenore
Greenore Pt.
Carlingford L.
Dundalk
Dundalk B.
Castlebellingham
Drogheda
Balbriggan
Skerries
Rush
Lambay I.
Malahide
Howth
Howth Hd.
Dublin Bay
Dublin
Dalkey
Dalkey I.
Kingstown
Bray
Greystones
Wicklow
Wicklow Hd.
Arklow
Wexford
Rosslare
Rosslare Pt.
Tuskar Rock
Greenore Pt.
Wexford Harbour
Campbeltown
Kintyre
Mull of Kintyre
Sanda
Rathlin
Fair Head
Ballycastle
Glenarm
The Maidens
Larne L.
Island Magee
Copeland I.
Donaghadee
Newtownards
Comber
Killyleagh
Strangford
Downpatrick
Ardglass
St. John's Pt.
Dundrum Bay
Newcastle
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Lisburn
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Greenore Pt.
Wexford Harbour
Omagh
Enniskillen
Cavan
Monaghan
Clones
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Castleblayney
Keady
Armagh
Portadown
Lurgan
Banbridge
Dromore
Hillsborough
Saintfield
Crossgar
Downpatrick
Ardglass
St. John's Pt.
Dundrum Bay
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Tuskar Rock
Greenore Pt.
Wexford Harbour
Sligo
Ballina
Castlebar
Westport
Clifden
Galway
Ballinasloe
Athlone
Mullingar
Longford
Granard
Edgeworthstown
Kells
Navan
Trim
Kilcock
Maynooth
Celbridge
Clane
Sallins
Naas
Kilcullen
Baltinglass
Tullow
Carnew
Shillelagh
Enniscorthy
Gorey
Arklow
Wicklow
Greystones
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Rosslare Pt.
Tuskar Rock
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Wicklow
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Arrangement.

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Letterpress.

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* *Appear only in the India Edition.*

TABLE OF MILES IRISH TO ENGLISH.
(11 equal 14).
To nearest fraction.

Irish.		*English.*
1	equals	1¼
1⅛	,,	2
2	,,	2½
2⅜	,,	3
3	,,	3¾
3½	,,	4
3⅞	,,	5
4	,,	5⅛
4¾	,,	6
5	,,	6⅜
5½	,,	7
6	,,	7⅝
6¼	,,	8
7	,,	8⅞
7⅛	,,	9
7⅞	,,	10
8	,,	10⅛
8⅝	,,	11
9	,,	11½
10	,,	12¾
10¼	,,	13
11	,,	14
11⅜	,,	15
12	,,	15¼
12⅝	,,	16
13	,,	16½
13⅜	,,	17
14	,,	17¾
14⅛	,,	18
15	,,	19
15¾	,,	20
16	,,	20⅜
16½	,,	21
17	,,	21⅝
17¼	,,	22
18	,,	22⅞
18½	,,	23
18¾	,,	24
19	,,	24⅛
19⅝	,,	25
20	,,	25½
20½	,,	26
21	,,	26¾
21¼	,,	27
22	,,	28
22⅞	,,	29
23	,,	29¼
23⅝	,,	30

Uniform with this Volume.

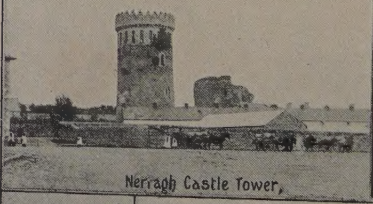
ENGLAND.—
N. Northern Division.
S.E. South East Division.
W. Western Division.

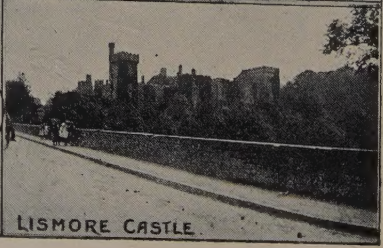
SCOTLAND.—Complete in One Vol.

Tomáš Hopman
Dún-mór

CARLINGFORD CASTLE

KILKENNY CASTLE


Nerragh Castle Tower,


LISMORE CASTLE

THE 'CONTOUR' ROAD BOOK OF IRELAND

A Series of Elevation Plans of the Roads, with Measurements and Descriptive Letterpress.

FROM SPECIAL SURVEYS

BY HARRY R. G. INGLIS

Author of the 'Contour Road Book of Scotland,' the 'Contour Road Book of England,' etc.

With 500 Maps and Plans

Edinburgh:
GALL AND INGLIS, 20 BERNARD TERRACE;
AND LONDON

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1908-9

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Preface.

THIS volume, which has taken eight years to prepare, completes the Contour Survey of Great Britain and Ireland begun about twenty years ago. Great difficulties have been encountered in its preparation, as the Maps of Ireland, when the work was started, were hopelessly misleading. The author's thanks are due to the County Surveyors, who took considerable trouble in giving the latest information in correcting these, and in other ways lent every assistance.

Neither time nor expense have been spared in the preparation of the plans, and the extensive and laborious work involved has prevented earlier publication.

All the difficulties have now been overcome, and an enormous amount of information regarding the Irish Roads is now published for the first time. The gradients on two thousand hills have been ascertained, and plans of thousands of miles of road have been made on the 'Contour' system.

H. R. G. I.

Edinburgh, 1908.

General Notes.

The favourite Tourist Districts of Ireland are:—Killarney and County Kerry; the Clare coast; Connemara and Achill; County Donegal; the Antrim coast; the Mourne Mountains; and County Wicklow. It will thus be noticed that nearly all the best scenery is near the coast line.

The Maps illustrating the tours in the following pages give a general outline of what lines of traffic lead to the best scenery, and refer in a general way to the characteristics of the different parts.

The inland parts of the country—mostly undulating agricultural land or bog—are uninteresting, except where Architectural relics, lough, or river, lend charm to an otherwise featureless spot. Yet bordering upon these—in nearly every district—the mountains rise fairly abruptly from the surrounding country, and in consequence the scenery at many points is bold and striking.

As regards coast cliff scenery, Ireland has very fine examples, for the mountain ranges bearing the brunt of the Atlantic waves, have two magnificent cliffs, each about 2000 feet high—Croaghaun in Achill, and Slieve League in Donegal—while the cliffs of Moher in Co. Clare descend 600 ft. perpendicularly into the water. The cliffs beside the Giants' Causeway are very fine, as well as those in the north of Co. Mayo, near Belderg.

The best mountain scenery is undoubtedly in Co. Kerry, among the Killarney mountains; but Mount Brandon, near Dingle, has many fine features. Those in Connemara are perhaps less precipitous, but Killary Harbour should not be missed. Errigal and Muckish are the most prominent mountains in Donegal; Mount Sawel in Derry; Slieve Donard in Down; Mount Leinster and Lugnaquillia in Leinster. One interesting feature in Irish scenery is the 'Gap' or pass. Most of these are a clear-cut V, like a railway cutting, through a range of hills. The Devil's Glen in Co. Wicklow is about the most perfect example.

The ancient buildings scattered all over the country are of considerable attraction, especially the Round Towers—seemingly a primitive form of steeple—of which those at Glendalough, Antrim, Kildare, and Swords are good specimens; the Castles, as Dunluce, Carlingford, or Kilkenny; the Abbeys, such as Holycross; the exquisitely carved Crosses of the type of those at Monasterboice or Kells; or the groups of Ecclesiastical Buildings, as those at Glendalough, on the Rock of Cashel, or at Clonmacnoise. In Dublin there are quite a number of fine buildings, such as the Cathedrals, Custom House, the Bank, etc.

One of the most melancholy features in the West country is the number of ruined mansions that are visible from the wayside and with no others taking their place. The fine shells of handsome castles and buildings left derelict, create a feeling of desolation, which is not so noticable with the humbler dwellings.

Roads.- At the present moment the roads are in a transition state; many of the counties have now steam rollers at work, and in County Down, Antrim, and Armagh, there are some splendid roads. Co. Dublin, Tipperary, Limerick, Waterford, Cavan, and

Monaghan are coming forward fast, while Co. Fermanagh, without a roller, has for years had some of the best roads in Ireland. In Co. Kerry, Donegal, and Connemara the roads are naturally of good quality. Except in these counties the average main road is very bumpy wherever there is heavy traffic, and were it not that footpath riding is sympathetically looked on in these parts by the constabulary, the cyclist would have a bad time of it in many districts. In Phœnix Park, Dublin, the cyclist may ride on the footpath.

Steamers and Ferries.—The following local steamers can be made use of :—

Belfast to Bangor.
Cork (Passage Pier) to Queenstown, Aghada, &c.
Galway to Ballyvaughan.
Limerick to Tarbert and Kilrush.
Sligo to Belmullet.
Waterford to Duncannon or New Ross.
Warrenpoint to Greencastle and Greenor

On the River Shannon.

Killaloe to Athlone.
Athlone to Roosky (Co. Leitrim).

On Lough Erne.

Enniskillen to Castlecaldwell.

On Lough Corrib.

Galway to Cong.

FERRIES.

Carlingford Lough.

Greenore to Greencastle (steamer).
Warrenpoint to Omeath (boat).
Narrow Water Ferry (boat).

Waterford Harbour.

Passage to Ballyhack (boat).

GENERAL INFORMATION.

Time.—Irish time is 25 minutes later than Greenwich time, but in cross-channel telegrams the latter is used,

Railways.—The gauge of the Irish railways is 5 ft. 3 between rails (the British is 4 ft. 8½), but there are many light railways of 3 ft. gauge.

Inhabitants.—It is not easy to define the race to which the Irish belong. The natives call themselves Celts, but the history of the country shows that this element is not so strong as is supposed. We know Dublin, Waterford, Limerick, Cork, Wicklow, and Wexford were Danish Colonies, while Kerry and Co. Cork were largely Spanish. Ulster was largely populated by Scotch settlers, while Leinster and Munster are full of the descendents of Cromwell's soldiers and other colonists who settled on the land. At one time the aboriginal Irish were supposed to have been driven over the Shannon into Connaught, but in the general characteristics of the nation we seem to see a strong blend of the versatile French, and the gentility but quick temper of the Spaniard, rather than the pride, dourness, and reserve of the Scot, or the tenacity of the Welsh, if these are true types of Celtic character.

History.—There are three important periods in early Irish History. The Mission of St. Patrick, A.D. 432; the Danish Invasion of 795; and the breaking of their power by Brian Boru at Clontarf in 1014. Since then the history of the Country has been little else than the story of a constant tangle—the Irish-Danish against the Anglo-Norman Invasion of 1169; the Irish-Anglo-Norman in turn objecting to the English 'plantations' of 1558-86 and 1608-1622; and to the Cromwellian plantation of 1653. The Siege of Derry and Enniskillen in 1689, the Battle of the Boyne 1690, and the Defence of Limerick 1691, were in their turn, in the interest of the fugitive English King, James V. The Rebellions of 1568, 1641, 1761-8, 1798, and the Famine of 1846-7 are other leading landmarks of past history. The British and Irish Parliaments were united in 1801.

Politics.—The Tourist need not worry in regard to this matter, as nothing can exceed the native courtesy of the Irish people. The subject of their own troubles will never be mentioned unless the tourist leads up to it, and the most fiery of politicians, in conversation, will be found to be a perfect gentleman.

The Irish people cling to their own habits and natural inclinations, and thus the unwritten laws are more binding to them than any made by Parliament. The spirit of the Chieftain system is strong, and the poorer class continually expect of Government the beneficent reign of the old patriarchal system, and do not take kindly to the modern developments of government.

No Englishman or Scot can ever understand the feelings that sway an Irishman; and if the tourist returns all the courtesy he receives, he will find a stronger link of sympathy with a nation fighting out its own destiny in its own way, handicapped by the very powers that make it loveable; and seemingly intractable to those who do not understand the depth of its allegiance to its inmost feelings.

"After all, sir," said a kindly Constabulary man, regarding an eviction, "they are our own people."

Police.—Dublin has its own Metropolitan Police, but the Country is served by the Royal Irish Constabulary—a semi-military force of a very high type. The Police Station is therefore the "Barrack." The Constabulary are stationed mostly in pairs and patrol the country daily. They are well educated and have to pass a fairly stiff examination before being admitted to the force. A finer body of Police does not exist. The loopholed-iron-shuttered Barracks that are occasionally seen, are relics of troublous times.

TOURING IN IRELAND.

A tour right round Ireland, much as outlined in the coast sections of the following maps, is between 1,200 and 1,400 miles.

A tour round the southern half (south of Dublin and Galway) is 780 miles; the northern half is 870 miles.

The heavy cross lines show where accommodation is to be had.

1. A TOUR IN ULSTER.

The leading attractions of this district are the fine coast run from Larne and Portrush; the varied and mountainous scenery of Co. Donegal, with its rugged coast, culminating in Slieve League near Killybegs; and the rather pretty run alongside Lough Erne to Enniskillen. There is also the mountainous district between Dundalk and Newcastle, and the views of Belfast Lough. Lough Neagh, though a large sheet of water, is of little interest, its shores being flat.

Plenty of time should be allowed to do Glenariff, Carrick-a-rede, the Giants' Causeway and cliffs; Portrush; Derry and the Grianan; Dunfanaghy and Horn Head; and Slieve League, near Killybegs. The other parts are well seen from the road.

The favourite resort in the North of Ireland is Portrush, which is almost the only town that lays itself out for visitors. Bundoran, Buncrana, Ballycastle, Newcastle, and all the small places near Belfast Lough are also patronised, but otherwise the accommodation is confined to the Hotels, of which there are many in County Donegal.

The round illustrated on this map is 513m., but by cutting out the uninteresting part from Enniskillen to Dundalk the distance is 450m.

From Dublin to Belfast, round Ulster, and back by Cavan is 600m. To Belfast only, by the coast, and back by Newry, the Boyne Valley, Kells, and Trim, makes a tour of 300m.

2. A Tour in Wicklow, Etc.

The tourist in this district should spend the longer period in Co. Wicklow, by making as headquarters one of the many places between Arklow and Dublin, and taking easy journeys through the district. Dublin is quite a good centre, and there are excellent and cheap excursions from it to the leading points.

Northwards of Dublin the coast, with the exception of Howth Head, is low lying, with shallow bays, but southwards the coast is rugged past Bray Head to Greystones, when a long sandy shore stretches to Wicklow; thence the shore is rocky, but featureless, to Wexford, which is a shallow Harbour with much sand. Thence the coast is rocky the whole way to Cork, with rugged low cliffs, but sandy bays, of which Tramore Bay is the chief.

The chief towns that lay themselves out for visitors are Bray and Kingstown. Howth, Greystones, and other small places near Dublin, and Tramore in Co. Waterford, are also resorts, but otherwise the accomodation is practically confined to the Hotels.

In County Wicklow the chief points of interest are :—The Scalp, Dargle Valley, Powerscourt, Bray, Kingstown, Killiney, Sugarloaf, Roundwood, Glendalough, Wicklow, Greystones, the Glen of the Downs, &c., and the Vale of Ovoca.

Southwards of this—Enniscorthy, Ferry Carrig near Wexford, New Ross, Kilkenny, and Waterford Harbour, are of some attraction.

Northwards of Dublin—Howth, Malahide, Swords, Skerries, Drogheda, Monasterboice, the Boyne Valley, Navan, Kells, and Bective Abbey are the principal points of interest.

The total distance planned in the above Map is 430m.

3. A Tour in Killarney District.

In this part the centre of attraction is the Killarney and Kenmare district, and until it is reached there is little to detain the tourist. Killarney itself is 1½m. from the lake. Many of the Hotels are some distance away from the town, and thus command finer views, are better situated, and have more extensive grounds. The various excursions made up at the Hotels, should be joined.

Westwards from Killarney is the Dingle Promontory, with the fine cliffs of Mount Brandon; and Northwards is Ballybunion, on the rocky shore of the Shannon estuary, both of which are readily accessible by Light Railways. The railway to Ballybunion is one of the curiosities of locomotion, and well worth seeing.

Next to Killarney is the Waterville peninsula, Kenmare, Glengarriff, and Inchigeeleah, all of which are situated in the midst of high mountains. South of these is the rugged coast of Co. Cork, with numerous deep inlets, all of which are pleasant to pass, but which in olden time afforded only too secure a shelter for pirates of all nations.

The accommodation in this part is practically confined to the Hotels. Every class of visitor is catered for, and some of the more palatial buildings are wonderfully moderate in their charges. In many quite out of the way places there are small very high class houses, turned into Hotels, and these are very comfortable.

In the other parts the favourite points are:—Blarney Castle, near Cork; Queenstown Harbour, the Blackwater, the Rock of Cashel and Holycross Abbey, near Thurles.

From Maryborough, the route outlined above, is 490m.; from Dublin 590m.; from Limerick, ending at Thurles, 380m.; and from Killarney, ending at Thurles, 295m.

4. A Tour in the West.

The chief points of interest in this part are the Clare Coast cliffs; Connemara with its fine mountains, Achill Island with its splendid cliff; the almost unvisited wild coast of North Mayo, and in a small way, the Shannon at Killaloe, &c., and the country near Sligo.

The Lower Shannon is uninteresting, but Loop Head with its curious rock formations, and the whole Clare coast up to Ballyvaughan is of a striking character.

The South Galway coast is low, but the winding inlets of the sea as far as Clifden are unique. At Killary Harbour, a deep tongue of the sea between high mountains, an approach is made to the type of a Norwegian Fiord, but after that the coast is low, and in Clew Bay is studded with hundreds of tiny islands. At Achill the cliff of Croaghaun is 2192 ft. high; Blacksod Bay is low and sandy; after Belmullet the cliffs begin, and as far as Killaloe it is a precipitous and wild coast, thereafter it is low and rocky.

The River Shannon is navigable from Roosky.

The distance from Limerick to Sligo by the route shown on the map—the more interesting route to Kilkee—is 362m., but motor cars will prefer to go by Ennis, which adds 13m. to the distance; the round by Belmullet adds 43m.

Steamer between Tarbert and Kilrush, but enquiries should be made for the sailings between Limerick, Foynes, and Tarbert.

General Railway Rates.

These rates are the general fares on the Irish Railways, but many of the companies have special arrangements. See the Companies' Time Tables.

Northern Counties (Midland Railway), 3d. up to 10 miles.

Dublin and South Eastern, 6d. between all stations.

Some of the Railways issue tickets at single fare, including cycle, from and to the larger towns, for stations within 30 miles or so.

FOR CONVEYANCE OF:— Distances.	Bicycles.			Tricycles.		
	Passenger's Luggage.	As Parcels. Owner's Risk.	As Parcels. Coy's Risk.	As Passenger's Luggage.	As Parcels. Owner's Risk.	As Parcels. Coy's Risk.
Up to 12 miles ..	6d.	1/-*	1/-	1/6	2/-	3/-
12 to 25 ,, ..	6d.	1/-*	1/-	1/6	3/-	4/6
25 to 50 ,, ..	6d.	2/-*	1/6	2/-	4/-	6/-
50 to 75 ,, ..	9d.	3/-*	2/3	3/-	6/-	9/-
75 to 100 ,, ..	9d.	4/-*	3/-	4/-	8/-	12/-
100 to 150 ,, ..	1/-	5/-*	3/9	5/-	10/-	15/-
150 to 200 ,, ..	1/6	6/-*	4/6	6/-	12/-	18/-
200 to 250 ,, ..	1/6	7/-*	5/3	7/-	14/-	21/-
Each additional 50 miles and portion thereof	6d.	1/-*	9d.	1/-	2/-	3/-

* *Motor Bicycles.* *Tandems, &c., 50 per cent. additional per seat.*

Return Tickets by most lines at fare and half.

Lamplighting Tables.

The time of sunset for each date varies from year to year; these Tables are therefore not absolutely exact, but give an average which is never more than a few minutes out, on any date.

To Use the Tables.—Find the district required on the list below and add or subtract the time allowance at the column named and opposite the required date. For example, the average time for lighting lamps at Londonderry on June 21 is obtained as follows: "Londonderry, add 4 minutes to column A," on June 21, which is 9.34. The average hour for lighting lamps is 9.38 P.M.

All the towns due North and South of Dublin do not require to add any minutes to the lettered column, but Donaghadee being East of that line is 3 minutes sooner (deduct 3 min.), while Valentia being West is 17 minutes later (add 17 min.). The allowance is 4 minutes for each degree of longitude.

	Mins.	Col.
Antrim, ...	add 0 to	A
Armagh, ...	,, 2 ,,	B
Belfast, ...	sub. 1 fr.	B
Carlow, ...	add 2 to	E
Cavan, ...	,, 5 ,,	C
Clare (Ennis), ..	,, 11 ,,	E
Cork, ...	,, 9 ,,	G
Donegal, ...	,, 7 ,,	A
Down (D'patrick),	sub. 2 fr.	B
Dublin, ...	add 0 to	D
Fermanagh (Enniskillen), ...	,, 6 ,,	B
Galway, ...	,, 11 ,,	D
Kerry (Tralee), ..	,, 14 ,,	G
Kildare, ...	,, 2 ,,	E
Kilkenny, ...	,, 4 ,,	F
King's Co. (Tullamore)	,, 5 ,,	D
Leitrim (Carrick),	add 7 to	C
Limerick, ...	,, 9 ,,	F
Londonderry, ..	,, 4 ,,	A
Longford, ...	,, 6 ,,	D
Louth (Dundalk),	,, 1 ,,	C
Mayo (Castlebar),	,, 12 ,,	C
Meath (Trim), ..	,, 2 ,,	D
Monaghan, ...	,, 3 ,,	C
Queen's Co. (Maryboro)	,, 4 ,,	E
Roscommon, ..	,, 7 ,,	D
Sligo, ...	,, 9 ,,	C
Tipperary, ...	,, 7 ,,	F
Tyrone (Omagh),	,, 4 ,,	B
Waterford, ...	,, 3 ,,	G
West Meath (Mullingar)	,, 4 ,,	D
Wexford, ...	,, 1 ,,	F
Wicklow, ...	,, 0 ,,	E

(Explanation on opposite page).

Date.	A	B	C	D	E	F	G	H	I
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Jany. 1	4.35	4.38	4.41	4.44	4.47	4.49	4.52	4.55	5.0
,, 9	4.47	4.50	4.53	4.55	4.58	4.59	5.2	5.4	5.9
,, 15	4.57	5.0	5.2	5.5	5.8	5.7	5.11	5.13	5.18
,, 24	5.14	5.17	5.19	5.21	5.23	5.25	5.27	5.29	5.33
Feby. 1	5.30	5.32	5.34	5.36	5.38	5.39	5.41	5.42	5.46
,, 8	5.44	5.46	5.47	5.49	5.51	5.52	5.54	5.55	5.58
,, 17	6.3	6.5	6.6	6.7	6.8	6.9	6.11	6.12	6.14
,, 25	6.21	6.22	6.23	6.23	6.24	6.25	6.26	6.27	6.28
March 2	6.32	6.33	6.33	6.34	6.34	6.35	6.36	6.36	6.37
,, 7	6.42	6.43	6.43	6.44	6.44	6.44	6.45	6.45	6.46
,, 13	6.52	6.52	6.52	6.53	6.53	6.53	6.54	6.54	6.54
,, 20	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7
,, 25	7.17	7.17	7.17	7.17	7.17	7.16	7.16	7.16	7.16
April 2	7.33	7.32	7.32	7.31	7.31	7.30	7.30	7.29	7.28
,, 7	7.42	7.41	7.41	7.40	7.40	7.39	7.38	7.37	7.36
,, 10	7.47	7.46	7.46	7.45	7.44	7.43	7.42	7.41	7.40
,, 15	7.58	7.57	7.56	7.55	7.54	7.53	7.52	7.51	7.49
,, 21	8.10	8.8	8.7	8.6	8.5	8.3	8.2	8.1	7.59
,, 27	8.21	8.19	8.18	8.16	8.15	8.13	8.12	8.11	8.8
May 1	8.27	8.25	8.24	8.18	8.20	8.18	8.17	8.15	8.12
,, 4	8.34	8.32	8.30	8.28	8.26	8.24	8.23	8.21	8.18
,, 11	8.47	8.44	8.42	8.40	8.38	8.37	8.35	8.33	8.30
,, 16	8.54	8.51	8.49	8.47	8.45	8.43	8.41	8.39	8.35
,, 20	9.1	8.58	8.56	8.54	8.52	8.49	8.47	8.45	8.41
,, 25	9.9	9.6	9.4	9.1	8.58	8.56	8.54	8.51	8.47
,, 31	9.18	9.15	9.12	9.9	9.7	9.4	9.2	8.59	8.54
June 5	9.23	9.20	9.17	9.14	9.11	9.8	9.5	9.2	8.59
,, 10	9.28	9.25	9.22	9.19	9.16	9.13	9.11	9.8	9.3
,, 21	9.34	9.31	9.28	9.25	9.22	9.19	9.16	9.13	9.8
July 2	9.32	9.29	9.26	9.23	9.20	9.17	9.15	9.12	9.7
,, 11	9.26	9.23	9.20	9.17	9.15	9.12	9.10	9.7	9.2
,, 18	9.19	9.16	9.14	9.11	9.8	9.6	9.4	9.1	8.57
,, 23	9.11	9.8	9.6	9.4	9.2	8.59	8.57	8.55	8.51
,, 28	9.4	9.1	8.59	8.57	8.55	8.53	8.51	8.49	8.45
Aug. 1	8.57	8.54	8.52	8.50	8.48	8.46	8.44	8.42	8.39
,, 8	8.42	8.40	8.38	8.36	8.34	8.32	8.31	8.29	8.26
,, 15	8.27	8.25	8.24	8.22	8.21	8.19	8.18	8.17	8.14
,, 21	8.14	8.12	8.11	8.10	8.9	8.7	8.6	8.5	8.3
,, 28	8.6	8.5	8.4	8.3	8.2	8.1	8.0	7.59	7.57
,, 27	7.59	7.58	7.57	7.56	7.55	7.54	7.53	7.52	7.50
Sept. 2	7.46	7.45	7.45	7.44	7.43	7.42	7.41	7.40	7.39
,, 10	7.26	7.25	7.25	7.24	7.24	7.23	7.23	7.22	7.21
,, 15	7.12	7.12	7.12	7.11	7.11	7.10	7.10	7.10	7.9
,, 17	7.5	7.5	7.5	7.5	7.5	7.4	7.4	7.4	7.4
,, 22	6.53	6.53	6.53	6.53	6.53	6.53	6.53	6.53	6.53
,, 28	6.40	6.40	6.40	6.40	6.40	6.40	6.41	6.41	6.41
Oct. 3	6.26	6.26	6.27	6.27	6.28	6.28	6.28	6.28	6.29
,, 8	6.12	6.13	6.14	6.14	6.15	6.15	6.16	5.16	6.17
,, 13	6.0	6.0	6.1	6.2	6.3	5.4	6.5	6.5	6.6
,, 19	5.47	5.48	5.49	5.50	5.51	5.52	5.53	5.54	5.55
,, 25	5.33	5.34	5.36	5.37	5.38	5.39	5.41	5.42	5.43
,, 30	5.21	5.22	5.24	5.25	5.27	5.28	5.30	5.31	5.33
Nov. 3	5.14	5.15	5.17	5.19	5.21	5.22	5.24	5.25	5.28
,, 9	5.0	5.2	5.4	5.6	5.8	5.10	5.12	5.13	5.17
,, 17	4.47	4.49	4.52	4.54	4.56	4.58	5.0	5.2	5.6
,, 26	4.35	4.37	4.40	4.43	4.46	4.46	4.50	4.52	4.57
Dec. 2	4.29	4.32	4.35	4.37	4.40	4.42	4.45	4.47	4.52
,, 11	4.24	4.27	4.30	4.33	4.36	4.38	4.41	4.44	4.49
,, 21	4.26	4.29	4.32	4.35	4.38	4.40	4.43	4.45	4.50

EXPLANATIONS.

The line bordering the shaded portion of the Plan is a facsimile of the profile of the Route, and is divided by vertical lines into miles, and by horizontal lines into contours of 100 feet.

The blocks show the positions of the villages and houses, while the signs are the road directions:— < Road Fork, forward journey, > ditto reverse, + Cross Roads, ⊥ Road Junction, ∩ Bridge, ⊤ indicates a sharp turn, -||- level crossing.

The directions **R** (right), **L** (left), and **C** (centre) for the forward journey are above the Road Line, those of the reverse, below.

The vertical scale has necessarily been enlarged out of strict proportion, as otherwise the Gradients would have been imperceptible.

Contractions:—

Bri., ...	Bridge.	N.S., ..	National School.
Ch., ...	Church.	P.B., ..	Police Barrack.
F.P., ..	Footpath.	P.H., ..	Public House.
m., ...	Mile or Miles.	P.O., ..	Post Office.
M.S., ..	Milestone.	Sta., ..	Station.

Gradients.—1 in 25, *i.e.*, 1 foot of rise in 25, is a fairly easy hill, 1 in 20 is stiff, 1 in 15 is steep. Cyclists usually walk up a hill of 1 in 17. A descent does not generally become dangerous till it is 1 in 15, and then only with a sharp turn, but with anything steeper the danger increases. A little experience of one or two hills will be a permanent guide. On nearly every hill the gradient varies every few yards. Those given here represent approximately the general slope, and in most cases the maximum is given.

Milestones.—Some of these are Irish Miles and some English, but these are nearly all noted in the book. The Tourist will find that Counties Dublin, Waterford, Cork, Antrim, and Armagh use English; the other counties either have both, or only one or two roads have Irish M.S. Donegal is the only county in which there is an extensive Irish set.

Measurements.—The tabular form gives the distance from any one point to another, the number below the one name and opposite the other being the distance required. For clearness the furlongs have been put in the table as ⅛ths.

Places named in brackets are off the line of road, and where a town is a little off the main road, the through measurement of the table does not include this. Thus in Route 108 the distance from Dublin to Wicklow is given as 31½m.; but if the main part of Bray (which is off the route) is included, the distances will be:—Dublin to Bray (Royal Hotel), 12⅜m.; Bray (Royal Hotel) to Wicklow, 19⅝m.; Total, 32m.

Hotels.—There is generally a good Hotel at places marked** in the measurement tables; where only one star appears the accommodation is usually less extensive. There has been a marked improvement in the Hotels recently, and the changes which constantly occur are likely to place some of those marked,* on a better footing.

Notes.—These are only for reference, details can be had in any Guide Book Dates following buildings are roughly the period to which it belongs. Names in brackets after Demesnes, &c., refer to the family name with which they are mostly associated.

The Contour Road Book of Ireland.

The Principal Objects of Interest in most of the following towns do not appear in the letterpress :—

Dublin.—Custom House, Four Courts, Cathedrals, Nelsons Pillar, Bank of Ireland, Trinity College, Stephen's Green, Phoenix Park, Glasnevin Cemetery, National Gallery, Wellington Pillar.

Belfast.—City Hall, Botanic Gardens, Museum, Colleges, Spinning Mills, Cave Hill, Giants Ring.

Arklow.—Castle.

Athlone.—Castle, Shannon Locks.

Ballina.—Cathedral, Salmon Weir, Moyne Abbey.

Cavan.—College, Kilmore Cathedral and Palace.

Clonmel.—Walls, Gate, Church, Schools.

Cork.—Court House, Royal Cork Institution, Cathedral, Father Mathew's Statue, Churches, Mardyke, Queen's College, Shandon Church.

Ennis.—Court House, O'Connell, and Martyrs' Memorial.

Enniskillen.—Town Hall, Castle, Devenish Island.

Galway.—Church, Abbey, Lynch's House, Queen's College.

Kilkenny.—Castle, Cathedral, Round Tower, Abbey.

Limerick.—Cathedral, Castle, Walls, Treaty Stone, 1692.

Londonderry.—Walls, Gates, Cathedral, Town Hall, Walker's Pillar, Siege 1689.

Mullingar.—Knockdrin Castle.

Sligo.—Court House, Rosses Point, Knocknarea.

Tullamore.—Charleville Park.

Waterford.—Reginald's Tower, Cathedral, Friary, The Mall, Old Walls.

Wexford.—Walls, Selskar Priory, Churches, College.

1 ANTRIM TO LURGAN.

Description.—Class II. A well-kept, easy undulating road of exceptionally good surface to Crumlin and Glenavy, then a trifle more undulating, but with nothing steep except the descent in Ballinderry, 1 in 14; ascent at 14½m and descent at 15½m. 1 in 13. From Moira to Lurgan as R. 49. There is a shorter road by Aghalee, but it is not so well kept.

Measurements.

Antrim ** (Route 50).				
7	Crumlin * (Route 51).			
9⅜	2⅜	Glenavy.*		
17⅜	10⅜	8	Moira * (Route 49).	
24⅜	17⅜	15	7	Lurgan ** (Route 49).

Notes.—The road runs parallel to, but is scarcely ever in sight of the shores of Lough Neagh. Mills at Crumlin.

2 ARDARA TO CARRICK.

Description.—Class III. The best road either to Carrick or Glen is by Killybegs. This road has fair surface for 3 miles, then has a bad winding ascent of 1 in 7—the worst hill in Ireland—followed by miles of stoney road till within a short distance of Carrick. The road to Glen, branching off at 5½m., is for miles a mass of stones.

Measurements.

Ardara.**
13¾ Carrick,** or
15⅝ Glencolumbkille.**

Notes.—A desolate road. Carrick: 2 miles off is the magnificent Slieve League, one of the finest cliffs, 1972 ft. high.

3 & 4 ARDARA TO DONEGAL OR PORTNOO.

Description.—Class II. To Donegal, a hilly road of passably good surface, but rather trying on account of the adverse gradients, which are mostly 1 in 16. The worst points are at ¾m. 1 in 12; 5½m. 1 in 11; 8½m. 1 in 8†; 10m. 1 in 13. Route 103 is joined at Inver.

To Portnoo Class III. A fair road with short steep hills of 1 in 10 and 1 in 13, not dangerous, but very trying. Usually the surface is good, but it has a tendency to be bumpy. The hill in Ardara is 1 in 7.

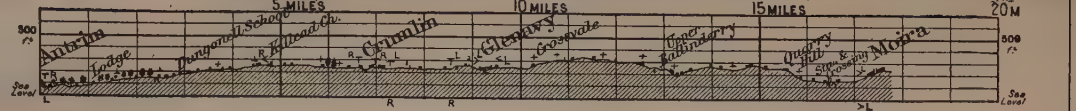
Measurements.

Donegal.**
6¾ Inver.
18 11½ Ardara.**
25⅝ 18⅝ 7⅞ Portnoo,** Hotel.

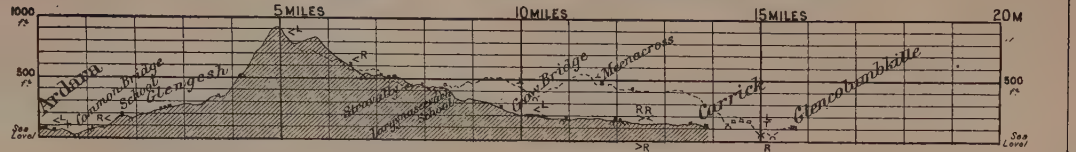
Notes.—The road commands fine views. Donegal: Abbey, Castle Ruin (Tyrconnel).

Hotels and Inns at places marked.* *Dangerous Hills†.*

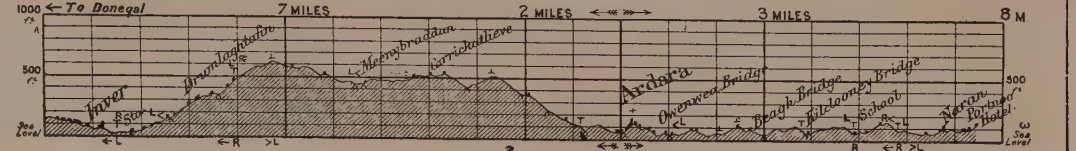
ROUTE 1. ANTRIM TO MOIRA, FOR LURGAN.



ROUTE 2. ARDARA TO CARRICK OR GLENCOLUMBKILLE.



ROUTES 3. & 4. ARDARA TO DONEGAL—ARDARA TO PORTNOO.



5 ARKLOW TO GLENDALOUGH.

Description.—Class I. An excellent and finely-engineered road (9½m. 1 in 18) to Rathdrum (F.P. to Newbridge), then (Class III.) a very fair road—considering the heavy traffic—continuously undulating, and with some short and very stiff hills, as well as a few dangerous turns.

Gradients.—At 12¾m. 1 in 12; 14¼m. 1 in 13; 14½m. 1 in 10; 16¾m. 1 in 12; 18¾m. 1 in 12.

Measurements.

Arklow.**				
4½		Woodenbridge,** Hotel.		
6⅝	2½	Ovoca,** Station or Newbridge.		
12⅜	7⅞	5¾	Rathdrum,** Crossroads.	
19⅜	14⅞	12¾	7	Laragh.
20⅝	16½	14	8¼	1¼ Glendalough,** Royal Hotel.

Notes.—Vale of Ovoca: old Mines. 9m. Meeting of the Waters. 10m. Avondale (Parnell). Glendalough: 7 Churches, Round Tower, Old Buildings, Saint Kevin's Cave, etc. The route covers some of the beauty spots of Wicklow.

6 ARKLOW TO SHILLELAGH.

Description.—Class II. An excellent and almost flat road to Tinahely Station, then fair surface to Coolboy, after which it is poor (F.P.) with steep hills of 1 in 14.

Measurements.

Arklow.**			
4½		Woodenbridge,** Hotel.	
(9½	4⅝	Aughrim.**)	
16⅞	12⅝	7¾	Tinahely Station.
23½	18⅝	14	6¼ Shillelagh,* Clock.
42⅝	37⅞	33½	25½ 19½ Carlow.** (Route 67.)

Notes.—Well wooded to Woodenbridge. 4½m. Gold Mine River. Coolattin Park, well wooded.

7 ARMAGH TO BANBRIDGE.

Description.—Class III. A cross-country road with continual hills of 1 in 10 to Hamilton's Bawn, then a fine easy undulating road, (but with a bad hill of 1 in 9 at 6½m.) with excellent almost fine surface—to Tanderagee (1 in 10). Thence bumpy to Scarva, after which it is (Class I.) a fine road of smooth surface to Banbridge.

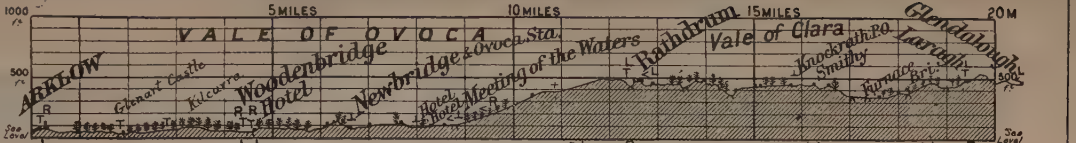
Measurements.

Armagh,** Clock.			
5	Hamilton's Bawn.*		
11¼	6¼	Tanderagee.**	
14	9	2¾	Scarva.*
18⅜	13⅜	7⅛	4⅜ Banbridge,** Viaduct.

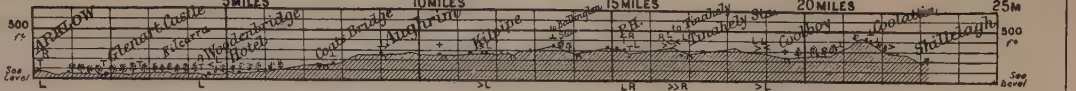
Notes.—Hamilton's Bawn: Massacre 1641. Tanderagee: Castle. Scarva: Glenfiusk Castle, Dane's Cast.

Hotels or Inns at places marked *.

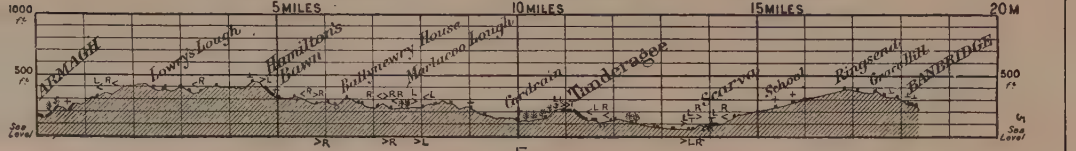
ROUTE 5. ARKLOW TO GLENDALOUGH.



ROUTE 6. ARKLOW TO SHILLELAGH, FOR CARLOW.



ROUTE 7. ARMAGH TO TANDERAGEE AND BANBRIDGE.



8 ARMAGH TO CASTLEBLAYNEY.

Description.—Class II. This road is very much broken up with traction engine traffic (temporary) to Keady, but usually is in capital condition, and the gradients are wonderfully easy.

From Keady to Castleblayney the road is in splendid order with F.P. in Co. Armagh (for 5m.), then, though passably good, it is nothing like the splendid condition of the first portion.

Measurements.

Armagh,** Clock.		
7⅝		Keady,* Market Place.
17½	9⅝	Castleblayney.**

Notes.—Keady: Bleach Greens, etc. Castleblayney: Blayney Castle. Agricultural country.

9 ARMAGH TO DUNDALK.

Description.—Class II. A very hilly road, with short grades of mostly 1 in 10 for the first 4½m., then mostly 1 in 14 to 7½m., after which the road is finely engineered (not above 1 in 22) to Newtown Hamilton, where there is 1 in 14. Thence it is an easy road to Dundalk. Surface only fairly good, but rapidly improving with steam roller. This road is easier in the reverse direction.

Measurements.

Armagh,** Clock.		
5		Ballymacanab P.H.
12	7	Newtown Hamilton.*
28⅛	23⅛	16⅛ Dundalk,** Court House.

Notes.—17¾m. O'Neil's Entrenchments, also Cromwell's Entrenchments, 1646. Dundalk, see Route 121.

10 ARMAGH TO OMAGH.

Description.—Class II. An easy undulating road, largely steam rolled to Caledon, then a very fair and almost level road to Aughnacloy. Light railway alongside from Caledon to Aughnacloy.

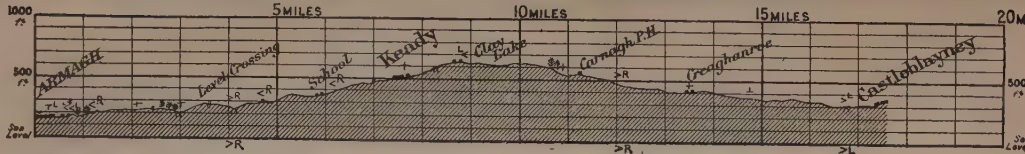
Measurements.

Armagh,** Clock.			
5⅝			Killyleagh.*
8⅝	2¾		Caledon.*
17¾	12⅛	9⅜	Aughnacloy.**
38	32⅜	29⅝	20¼ Omagh.** (Route 274).

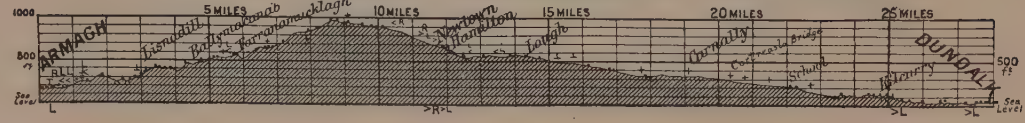
Note.—Agricultural country.

Hotels or Inns at places marked.*

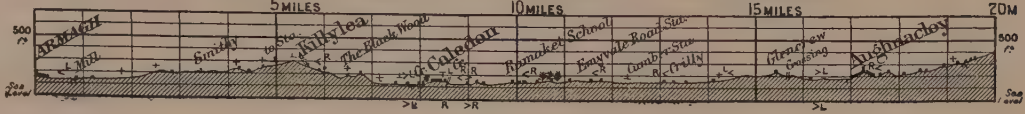
Route 8. Armagh to Keady and Castleblayney.



Route 9. Armagh to Newtownhamilton and Dundalk.



Route 10. Armagh to Aughnacloy (for Omagh.)



11 ARMAGH TO COOKSTOWN.

Description.—Class II. A flat road with improving surface to Moy, then a steady but easy rise to Dungannon. Thence to Cookstown there are several routes; that by Carland is the easiest and best. The one by Coalisland is bumpy, with F.P. to Cookstown.

Measurements.

Armagh,** Clock.			
7½	Moy.*		
12⅞	5⅜	Dungannon.**	
23½	16	10⅝	Cookstown,** Hotel.
17¼	9¾	4⅜	Coalisland.*
20½	13	7⅜	3¼ Stewartstown.*
27	19½	14⅛	9¾ 6½ Cookstown,** Hotel.

Notes.—Charlemont: Castle. Benburb Battlefield, 1597, 1696. Moy: Roxborough Castle. Dungannon: Castle, College (1628). Coalisland: Collieries, Roughan Castle. Cookstown: Killymoon Castle. Agricultural country, except at Coal Island. Dungannon is a very ancient town.

12 ARMAGH TO MONAGHAN, &c.

Description.—Class II. The road is very bumpy for the first 3m., but after that it is fair, and partly steam rolled over the hill to Middletown; after that the road continues bumpy (with F.P.) almost all the way to Monaghan. The road is well engineered.

In going from Monaghan on to Enniskillen the best road is by Clones. This road by Rosslea after the first 3½ miles is a narrow, poor one-track road with continual short hills to Rosslea, thence it is a splendid level smooth road all the way to Lisnaskea. Thence as Route 137. Better go to Rosslea by Smithboro.

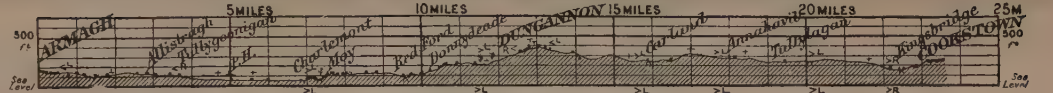
Measurements.

Armagh,** Clock.				
10	Middletown.			
17⅜	7⅜	Monaghan,** Court House.		
26	16	8⅞	Rosslea.*	
38⅝	28¾	21¼	12⅞	Lisnaskea.*
50⅝	40⅝	33½	24⅝	11¾ Enniskillen,** Town Hall.

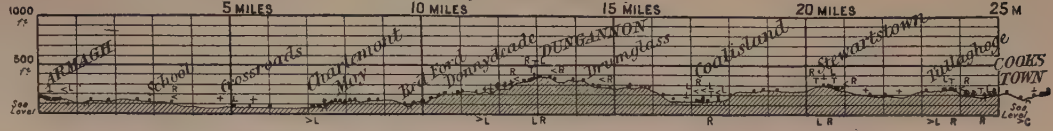
Notes.—Agricultural country. Monaghan: Cathedral, School. The Ulster Canal runs alongside the road for 10 miles. From Rosslea to Lisnaskea the road is mostly through bog country.

Hotels or Inns at places marked.*

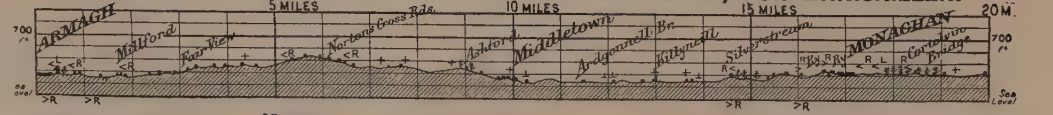
ROUTE 11. ARMAGH TO DUNGANNON AND COOKSTOWN.

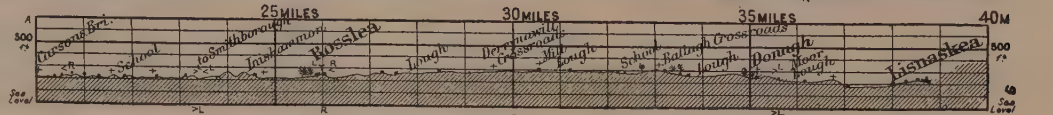


Ditto—By Coalisland.



ROUTE 12. ARMAGH TO MONAGHAN AND LISNASKEA, FOR ENNISKILLEN.





13 ATHLONE TO CLONMACNOISE, &c.

Description.—Class III. The Seven Churches of Clonmacnoise is the only attraction in this route. The road is undulating over the low bog country beside the River Shannon, but not being in good condition is merely used to get at this favourite spot. The Seven Churches and Relics are interesting.

Measurements.

Athlone, * Bridge.			
7	Ballynahown.		
13¾	6¾	Clonmacnoise.	
18	11	4¼	Shannonbridge.*
26¼	19¼	12¾	8¼ Ballinasloe.**

Notes.—Clonmacnoise: Seven Churches, Round Towers, Castle Ruins, 1214. Shannon Bridge: Old Fortifications.

14 ATHLONE TO DUBLIN.

Description.—Class I. This is an excellent and finely engineered road the whole way to Dublin, grades seldom exceed 1 in 20: the surface at first is indifferent, but it improves after a few miles, and though rough in parts is generally above the average. After Moate the surface improves considerably, and after passing through Kilbeggan and Rochfortbridge is very good approaching Kinnegad. (F.P. a good part of the way). Thereafter as Route 115 to Dublin. (Irish Milestones.)

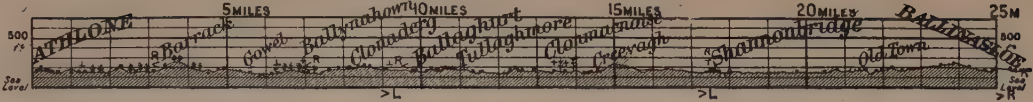
Measurements.

Athlone,** Bridge.					
9⅞	Moate.*				
19⅝	9¾	Kilbeggan.*			
25⅝	15¼	5⅝	Tyrrelspass.*		
28⅜	18¾	9⅛	3⅝	Rochfortbridge.*	
38¼	28⅜	18⅝	13⅛	9½	Kinnegad.*
76½	66⅝	56⅞	51⅜	47¾	38¼ Dublin.** (Route 115.)

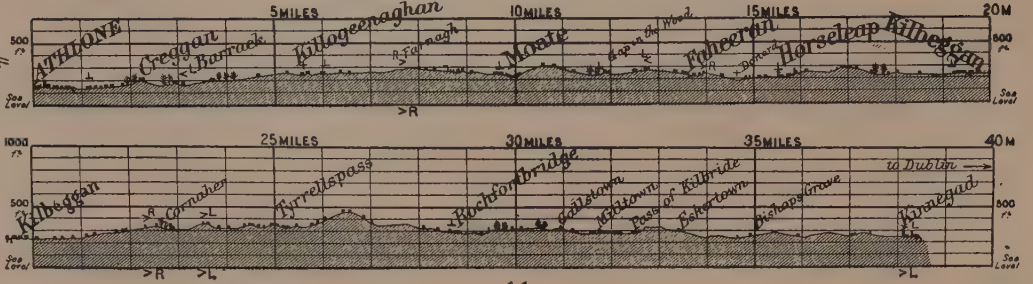
Notes.—The road lies through agricultural country, but is on the borders of the bog-land between Kilbeggan and Kinnegad. Moate: Rath. Horseleap: Leap marks, Donore Castle. 35m. Bishop's Grave, Rattin Castle.

*Hotels or Inns at places marked *.*

Route 13. Athlone to Clonmacnoise, etc.



Route 14. Athlone to Dublin.



15 ATHLONE TO GRANARD.

Description.—Class II. This is a very fair cross-country road, undulating, but with nothing steep, except approaching Granard (31m. 1 in 14; 33m. 1 in 10). Level Crossing at 25½m. The surface is fairly good, but in no way very superior.

Measurements.

Athlone,** Bridge.					
5½	Glassan.				
9	3½	Auburn.			
14⅝	8⅝	5⅛	Ballymahon.*		
20⅛	14⅝	11⅛	6	Carrickboy.	
26⅛	20⅝	17⅛	12	6	Edgeworthstown.*
33¾	28¼	24¾	19⅜	13⅝	7⅝ Granard.*

Notes.—Auburn House (Goldsmith). 17m. Doory Hall. Carrickboy: Slieve Gauldrey. Edgeworthstown: Maria Edgeworth. Granard: there is a magnificient view from the Moat of Granard. Handsome Church.

16 ATHLONE TO MULLINGAR.

Description.—Class I. For the first 2m. the road is exceedingly bumpy, and in wet weather is very slimy. Thereafter it is a flat bog road with poor surface for 5m.; after Drumraney it is continuously up and down (9½m. 1 in 12, 10m. 1 in 14, 11½m. 1 in 16) with exceptionally good surface to Ballymore. Thereafter the road is rather more hilly, with gradients seldom exceeding 1 in 17, though with short pieces of 1 in 12 at 15, 15½, and 18½m., but with long stretches of easy undulating road. The surface is from fair to good, but at no point is fine. The last 4m. into Mullingar is rather bumpy.

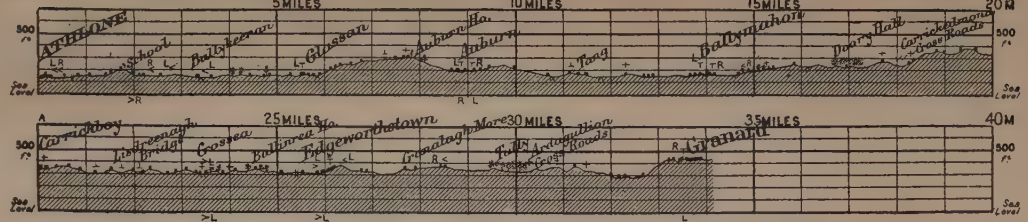
Measurements.

Athlone,** Bridge.				
9½	Drumraney.*			
13½	4	Ballymore.*		
17¾	8½	4½	Killare.	
20½	11	7	2½	Loughanavally.*
28⅝	19⅜	15⅝	10⅞	8⅜ Mullingar,** Clock.

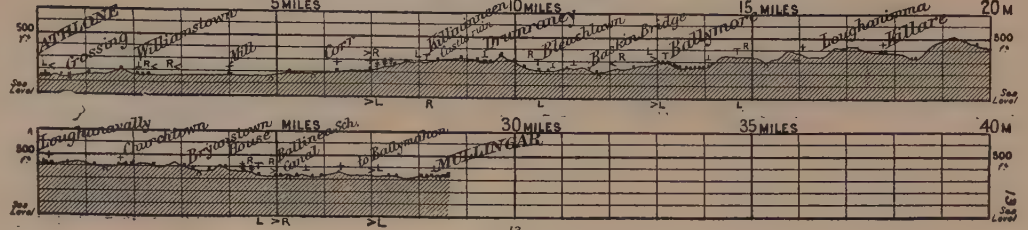
Notes.—A bog road for 4 m. 8m. Killinanea Castle Ruins. An uninteresting road through poor country.

Hotels or Inns at places marked *.

ROUTE 15. ATHLONE TO EDGEWORTHSTOWN AND GRANARD.



ROUTE 16. ATHLONE TO MULLINGAR, BY BALLYMORE.



17 ATHLONE TO ROSCOMMON, &c.

Description.—Class II. The road is very bumpy for the first mile; after that it is a very smooth and slightly undulating road with a short steep hill (1 in 13) at 6¾m. Surface above the average. Level crossings at 13, 16⅜ and 36¼m.

From Roscommon to Castlereagh there is a fairly good and easy road, with some splendid stretches of smooth surface by Ballymoe, when bumpy to Castlereagh. This road by Ballintober has a few stiff hills, but is shorter, and avoids the bumpy piece at Ballymoe. Grades at 9¼m. 1 in 13; 11m. 1 in 9; 11½m. 1 in 17.

Measurements.

Athlone,** Bridge.				
5	Kiltoom.			
13⅝	8⅝	Knockcroghery.		
19⅜	14⅜	6⅛	Roscommon.**	
27⅛	22⅛	13½	7⅜	Oran.
31⅛	26½	17⅞	11⅜	4⅜ Ballintober.*
36⅝	31⅝	23	16¾	9½ 5½ Castlereagh.**

Notes.—Although this route passes close to Lough Ree, there are few views obtained of it, as the country is flat and uninteresting. Roscommon: Court House, Abbey Ruins (1257), Castle Ruins. Oran: Round Tower Ruins. Ballintober: Castle Ruins.

18 ATHLONE TO TUAM.

Description.—Class I. This road is very bumpy for the first mile, but after that it is a very fair road with easy undulations by Mount Bellew to Tuam.

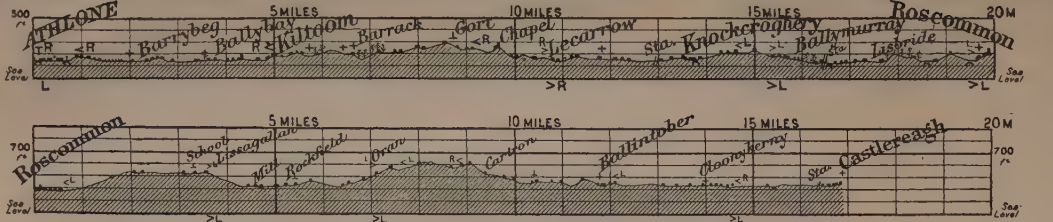
Measurements.

Athlone,** Bridge.				
7⅛	Brideswell.			
12½	5⅜	Thomas Street.*		
24½	17⅜	12	Mount Bellew.**	
27⅝	20½	15⅛	3⅛	Moylough (Newtown Bellew).*
34⅞	27¾	22⅝	10⅝	7½ Barnaderg.*
41	33⅜	28½	16½	13⅜ 6⅛ Tuam.**

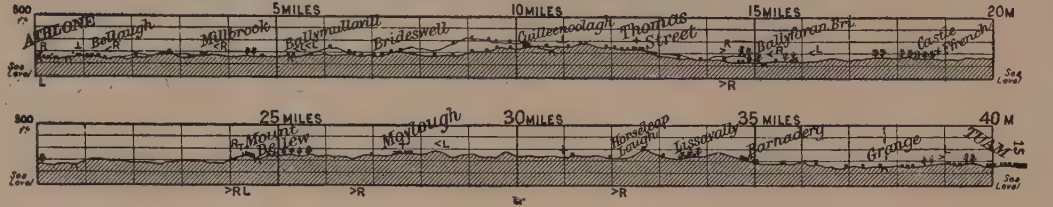
Notes.—Brideswell (1685). Mount Bellew: Demesne. 35m. Barnaderg Castle. Tuam: Cathedral, College. The scenery is in no way striking, and the objects of interest are insignificant.

Hotels or Inns at places marked *.

Route 17. Athlone to Roscommon and Castlereagh.



Route 18. Athlone to Mount Bellew and Tuam.



19 ATHY TO KILKENNY.

Description.—Class II. This road, although the most direct route, is not usually taken, as there is a more level road, and with better surface, round by Carlow. This route has fair surface on the whole, but the traffic of the Castlecomer Collieries makes this a bad road at various points. After Castlecomer the surface is now quite good and partly steam rolled to Kilkenny. The gradients are easy throughout, and the long hill to the summit is not above 1 in 21.

Measurements.

Athy.**					
4¼	Ballylynan.*				
11¼	7	Newtown.*			
17¼	13	6	Castlecomer.*		
23⅜	18⅞	11⅞	5⅞	Jenkinstown.	
29¼	25	18	12	6⅛	Kilkenny.**

Notes.—Bleak country, but with a few views over the mountain to Castlecomer. Dunmore: Cave. Kilkenny: Castle (modern, Duke of Ormonde), Abbey, Friary, Cathedral, Round Tower, Grammar School, R.C. College. Small Surface Collieries above Newtown.

20 ATHY TO MARYBOROUGH.

Description.—Class II. An almost level road of fairly good surface with F.P. near Stradbally. Thence to Maryborough there is a long easy incline of excellent surface—steep (1 in 16-12) for ½m.—followed by an easy 1 in 18 descent to the bog, after which the road becomes bumpy.

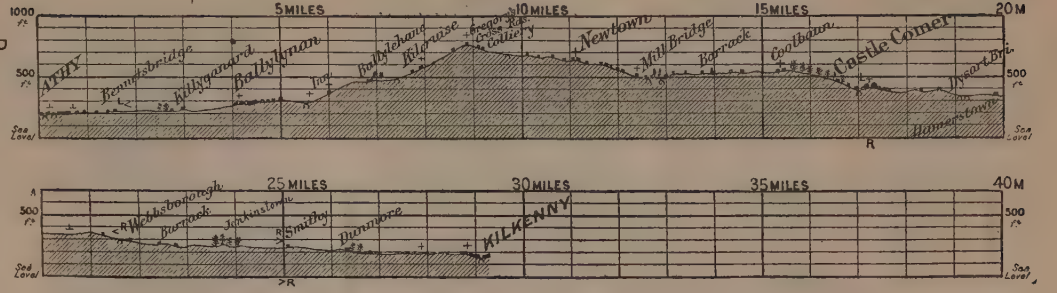
Measurements.

Athy.**		
8¼	Stradbally.*	
15	6¾	Maryborough.**

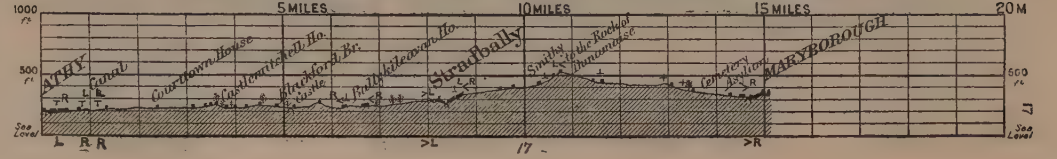
Notes.—A well wooded road near Stradbally. Rock of Dunamaise: Strongbow's Castle, demolished by Cromwell. Bog country near Maryborough.

*Hotels or Inns at places marked *.*

Route 19. Athy to Kilkenny, by Castlecomer.



Route 20. Athy to Stradbally and Maryborough.



21 BALLINA TO BELMULLET (DIRECT).

Description.—Class II. An easy but slightly bumpy road, with some excellent surface to Crossmolina, and only one hill at 6m., 1 in 14. Thereafter the surface is better to Bellacorick Bridge and down the Glenco Valley to Bangor. Thereafter the road has excellent surface and the gradients are quite easy.

Measurements.

Ballina.**				
7½	Crossmolina.**			
19	11½	Bellacorick Bridge.*		
26⅞	19⅜	7⅞	Bangor.*	
38⅜	31½	19⅜	11⅞	Belmullet.**

Notes.—4m. Deel Castle. After Crossmolina a desolate road through uninhabited district for 25m. in the heart of the mountains. 33½m. Dun Domhnaull.

Belmullet is interestingly situated on a neck of land between Blacksod Bay and Broadhaven. The country to the west varies from shifting sand-dunes to high cliffs, and contains a number of interesting old places and view points.

22 BALLINA TO KILLALA, &c.

Description.—Class II. An undulating road, well kept and of very fair surface to Killala, then bumpy to Palmerstown, after which good to Ballycastle. No grades above 1 in 17 except the sharp hill in Killala, 1 in 10.

In Ballycastle the road descends steeply 1 in 13-15, and after Coxestown Bridge deteriorates in quality, though with good going surface to Belderg Bridge, but some bad grades, noteably, 20½m. 1 in 13; 23½m. 1 in 10 (bad turn); 24⅜m. 1 in 15; 26⅔m. 1 in 13. From Belderg the road is a loose gravelly affair, in tracks with grass sprouting, to Glenamoy Bridge, when the road becomes better, and approaching Belmullet is excellent.

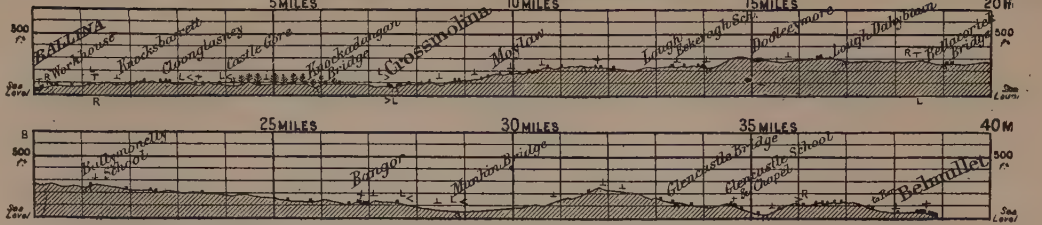
Measurements.

Ballina.**					
8	Killala.*				
10⅝	2⅝	Palmerstown Bridge.			
16⅝	8⅝	6	Ballycastle.*		
26	18	15⅜	9⅜	Belderg,* P.O.	
36½	28½	25⅜	19⅜	10½	Bellanaboy Bridge.
46½	38½	35½	29⅜	20½	10½ Belmullet.**

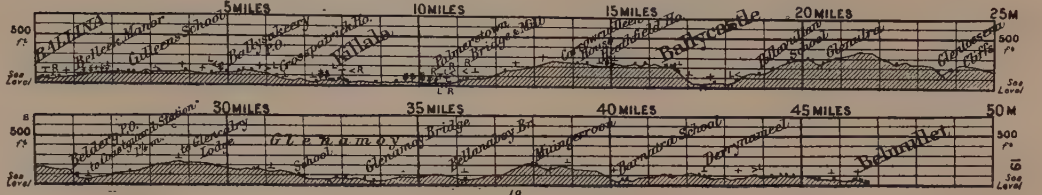
Notes.—7m. Meelick Castle (Rosserk and Moyne Abbey Ruins are on the old road). Killala: Old Cathedral, Round Tower. Palmerstown House Ruins, destroyed 1798. French Troops landed 1798, on coast, 3m. off. Ballycastle: Doonbristy. Magnificent cliffs between Ballycastle and Belderg. The coast between Belderg Harbour and Belmullet contains some of the finest caverns and arches, but, on account of the difficulty of access, mostly by boat, is little visited; it well repays the trouble.

Hotels or Inns at places marked *.

Route 21. Ballina to Belmullet (direct).



Route 22. Ballina to Killala and Belmullet.



23 BALLINA TO TOBERCURRY.

Description.—Class II. A bumpy road to Bonniconlan, then very fine smooth surface—an exceptionally good road—to Tobercurry. Beyond the stiff ascent at Ballina (1 in 15), and a short pull of 1 in 16 on the ascent at 7½m., and the 1 in 15 descent at 10 and 12 m., the gradients are very easy. From Tobercurry to Boyle is a continually undulating road of stony surface, through quite uninteresting country.

Loch Talt, surrounded by high hills, and the Gap approaching it, are very fine.

Measurements.

Ballina,**					
5¾	Bunnyconellan.*				
10⅝	4⅞	Gleneask Inn.*			
13¾	8	3⅛	Mullany's Cross.*		
19⅝	13⅞	9	5⅝	Tobercurry.*	
29⅜	23⅝	19	15⅝	10	Gortin.*
39½	33¼	28⅝	25¾	19⅞	9¾ Boyle.**

Notes.—Lough Talt: splendid scenery. 17m. Banada Abbey Ruins. 32¼m. Moygara Castle Ruins. Boyle: Rockingham House. Splendid views from the mountain above Boyle.

24 BALLINA TO WESTPORT.

Description.—Class III. For the first 4m. the road is bumpy; after that it has very fair surface, but with some sharp little hills of 1 in 11, to Pontoon Hotel, when the road rather degenerates, and is poor to Castlebar. English milestones.

Castlebar to Westport. Class II. The best road out of Castlebar. An excellent undulating road of very fair but slightly bumpy surface and with a stiff ascent 1 in 17 and descent 1 in 21-14-12—somewhat steep—into Westport.

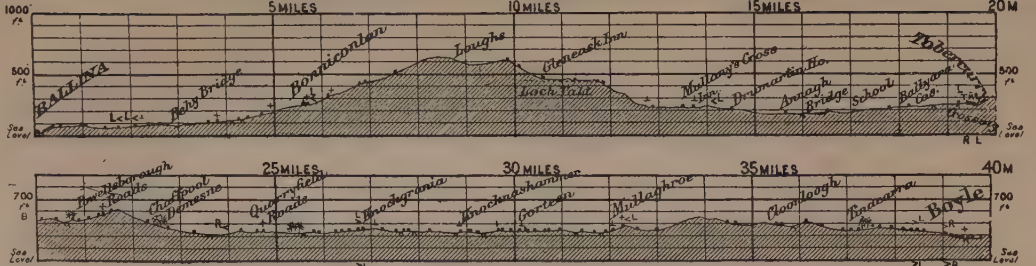
Measurements.

Ballina.**			
12	Pontoon Hotel.**		
21⅜	9⅜	Castlebar.**	
32⅝	20⅝	10⅞	Westport,** The Mall.

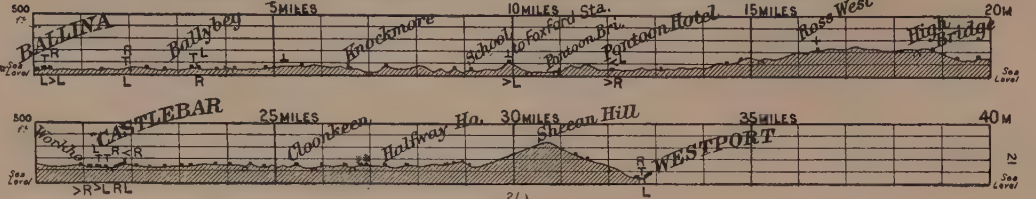
Notes.—A very pretty road near Pontoon Bridge, with Lough Conn, and Nephin (2646 ft.) overshadowing. Castlebar: occupied by French 1798, Court House. There is a magnificent view of Clew Bay, Clare Island, and Croaghpatrick from the hill above Westport. Westport House: (Marquis of Sligo).

Hotels.—There are several private houses converted into Hotels at different points round Lough Conn.

ROUTE 23. BALLINA TO TOBERCURRY AND BOYLE.



ROUTE 24. BALLINA TO CASTLEBAR AND WESTPORT.



25 BALLINA TO FOXFORD, &c.

Description.—Class II. The surface on this route is smooth and fast to Foxford, and to Castlebar is better than that of the direct road by Pontoon Bridge. Thereafter though at one or two points it is no doubt a little bumpy, taken as a whole it is better. It misses the scenery of Loch Conn at Pontoon Bridge.

Measurements.

Ballina.**				
9⅜	Foxford.*			
14⅞	5	Strade.		
17⅛	7¼	2¼	Bellavary.*	
24⅝	14½	9½	4¼	Castlebar.**

Notes.—An uninteresting road. There is an Abbey Ruin at Strade and a Round Tower at Turlough. 19m. Turlough Park (Fitzgerald).

26 BALLINASLOE TO LOUGHREA.

Description.—Class I. A fine broad road of fairly good surface and easy gradients, with F.P. to Aughrim.

Measurements.

Ballinasloe.**			
4¾	Aughrim.*		
13½	8¾	Kilreekill.	
18⅝	13⅞	5¼	Loughrea.**

Notes.—1m. Garbally Demesne. Aughrim: Castle, Battle 1691. Loughrea: Abbey Ruins, old Walls.

27 BALLINASLOE TO MOUNT BELLEW.

Description.—Class II. Of the two routes to Ahascragh the main road is practically level, but is very bumpy; the road by Kilgerrill is not so level, but has better surface. Thereafter the road, though fairly good, is not in good order, and there are a few slight hills of no consequence.

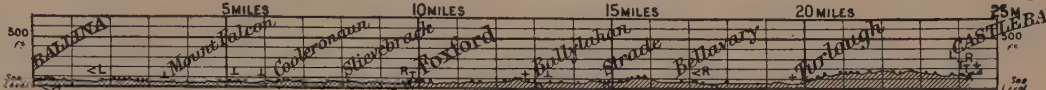
Measurements.

Ballinasloe.**			
7⅛	Ahascragh.*		
16⅝	9½	Mount Bellew,**	Bridge.
19⅝	12½	3	Moylough.*

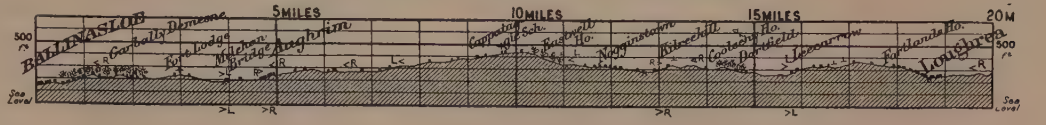
Notes.—Mount Bellew: Demesne. Uninteresting country.

Hotels or Inns at places marked *.

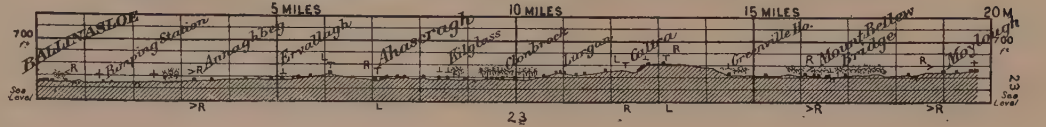
ROUTE 25. BALLINA TO FOXFORD AND CASTLEBAR.



ROUTE 26. BALLINASLOE TO LOUGHREA.



ROUTE 27. BALLINASLOE TO AHASCRAGH AND MOUNT BELLEW.



28 BALLINROBE TO LEENANE.

Description.—Class III. A bumpy road for 5m., then rather better surface to Clonbur, after which the road is a trifle bumpy to Ferry Bridge, when it is excellent to Finny. Thereafter the road rises and descends 1 in 14-17, and is a narrow winding affair along Loch Nafooey with very fair surface on over the steep hill (dangerous turn) 1 in 9, and on the descent 1 in 12-14 beside Griggins Bridge, where join Route 190.

The best route to Leenane is L at 7½m., joining Route 309 at 26m. Ballinrobe to Maam Inn, 19½m.

Ballinrobe.**
8⅞ Clonbur.**
15 6⅛ Finny.
22⅞ 14 7⅞ Griggins Bridge.
28 19⅛ 13 5⅛ Leenane,** Hotel.

Notes.—5m. Incomplete canal, as no water will stay in it on account of limestone formation. Clonbur: Rosshill Abbey. A pretty road, with constant views of the mountains. 20½m. Waterfall.

29 BALLYCASTLE TO BALLYMENA.

Description.—Class II. The road is very stiff (1 in 14 in Ballycastle) on the ascent for the first 2m., but thereafter becomes an excellent and passably good road until joining the main road from Belfast to Coleraine at 15½m. (Route 50), which follow to Ballymena. Thereafter fairly good surface which is being improved by steam roller.

Measurements.

Ballycastle Pier.
¼ Ballycastle.**
6⅞ 6⅜ Armoy.*
26¾ 26¼ 19¾ Ballymena,** Clock.

Notes.—The road is rather dreary. Armoy: Round Tower remains. Lissanoure Castle is to the left at 12m.

30 BALLYMENA TO GARVAGH.

Description.—Class II. A finely graded steam-rolled road, but with very heavy traffic by Ahoghill to Portglenone—gradients do not exceed 1 in 23—then a poor road on the flat to Lislea after which undulating with short steep hills (about 1 in 10 to 1 in 14) but good surface to Kilrea, thence easy and fine to Garvagh.

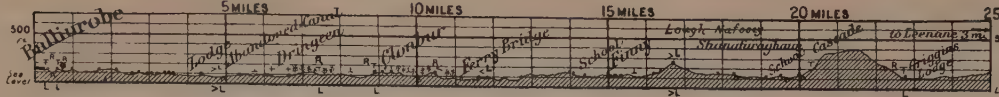
Measurements.

Ballymena,** Clock.
4 Ahoghill.*
9⅝ 5⅝ Portglenone.*
16⅝ 12⅝ 7 Kilrea.*
22⅝ 18⅝ 13 6 Garvagh.**

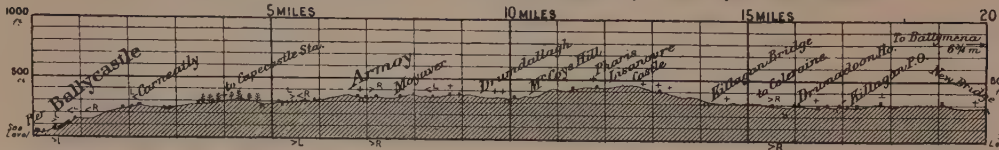
Notes.—2m. Galgorm Castle. Portglenone: Castle.

*Hotels or Inns at places marked.**

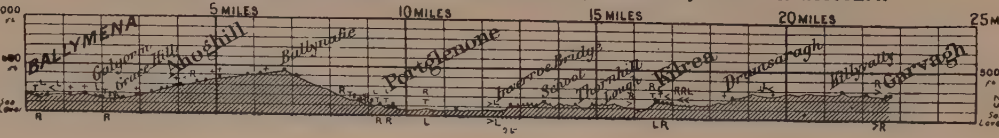
ROUTE 28. BALLINROBE TO CLONBUR AND LEENANE.



ROUTE 29. BALLYCASTLE TO BALLYMENA, *Last 6¼m. see Route 50.*



ROUTE 30. BALLYMENA TO AHOGHILL, KILREA, AND GARVAGH.



31 BALLYMENA TO GLENARRIFF, &c.

Description.—Class II. Although the road is easy and fairly well kept, it has a tendency to be rough and stony as far as Parkmore Station. After that, on account of the heavy tourist traffic, the road is bumpy (grade mostly 1 in 21, part 1 in 16), and in wet weather very muddy on the descent to Glenarriff. Thence good to Cushendall. (English milestones.)

Measurements.—Ballymena.** Clock.

	6¾	Islandtown.
12⅜	5⅝	Parkmore Station.
18	11½	5⅝ Glenarriff.*
19⅝	12⅞	7¼ 1⅝ Cushendall.**

Notes.—The road from Parkmore Station to Glenarriff is one of the prettiest routes in Ireland, with the high cliffs rising from the roadside; but it misses the beautiful Glen, wooded and closely shut in, down which a path has been constructed, with gangways, bridges, steps, and every picturesque accompaniment to a popular resort. Admission is free to railway travellers, but others pay 6d. Cyclists are advised to enter at the south end, 5⅛m. from Cushendall, and leaving bicycles, explore it from there.

32 BALLYMENA TO CARNLOUGH.

Description.—Class II. A level road, steam-rolled, but with very heavy traffic to Broughshane, then an easy road partly rolled at first, but latterly of indifferently good surface to summit, after which the surface is good on the long descent to Carnlough, which is mostly 1 in 23, but in places 1 in 17. (English milestones).

Measurements.

Ballymena.** Clock.		
5⅝		Broughshane.*
7¾	4⅛	Achafatten.*
16	12⅜	8¼ Carnlough,** Tower.

Notes.—An open road through much uncultivated country. Some fine scenery about the summit.

33 BALLYMENA TO LARNE.

Description.—Class II. For a little over a mile the road is very bumpy, but after that it is of uniformly good surface, and with very easy gradients (mostly 1 in 25, and scarcely ever exceeding 1 in 22), till within 2½m. of Larne when, on account of quarry traffic, the road becomes exceedingly rough and bad. This route is best taken in this direction. (English milestones.)

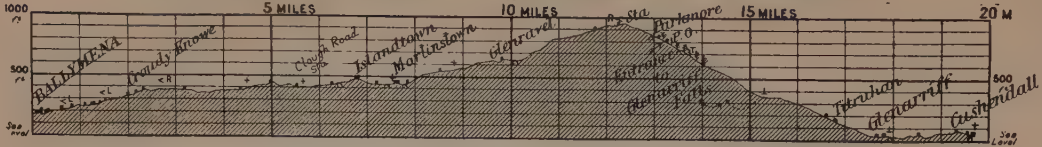
Measurements.

Ballymena.** Clock.		
5¾		Moorfields.
9⅛	3⅜	Glenwherry.
20½	14¾	11⅜ Larne** (1¼m. from Pier).

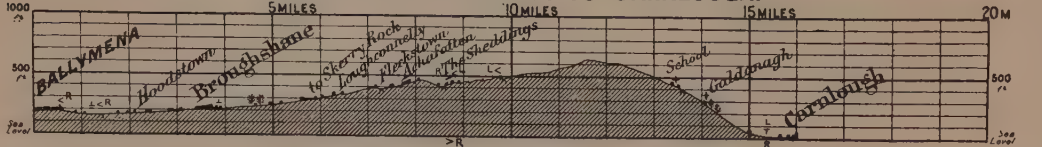
Note.—An uninteresting route up Glenwherry

*Hotels or Inns at places marked **.*

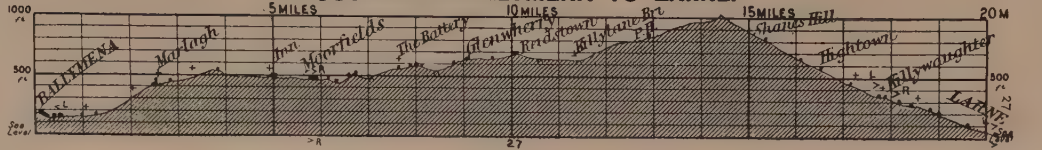
ROUTE 31. BALLYMENA TO GLENARRIFF AND CUSHENDALL.



ROUTE 32. BALLYMENA TO CARNLOUGH.



ROUTE 33. BALLYMENA TO LARNE.



34 BALLYVAUGHAN TO GALWAY.

Description.—Class III. An undulating road of fair surface. The limestone surface generally presents a narrow strip at the sides, which gives quality to an otherwise inferior road. Notice the turns between 6 and 7m. Route 148 is joined at Kilcolgan.

Measurements.—Ballyvaughan.*

		4½	Bellharbour (Bealaclugga).
13½	9		Kinvarra.*
19⅜	15½	6½	Kilcolgan.
30⅜	26⅜	17⅜	11⅛ Galway.**

Notes.—Bellharbour: to Corcomroe Abbey 1m., Battlefield 1267. 14m. Dungory Castle Ruins.

35 BALLYVAUGHAN TO BLACKHEAD, &c.

Description.—Class II. The surface is smooth, and the gradients as a whole are remarkably easy. There is a hill of 1 in 17 at 2¾m., and 1 in 10 at 12m., and a steady 1 in 17 ascent at 15m., otherwise the road is very fast for travelling.

Measurements.—Ballyvaughan.*

		5¾	Blackhead.
		9⅜ 4	Fanore Inn.*
15⅝		9⅞ 5⅞	Ballynalackan Castle.
18⅞	13	9 3⅛	Lisdoonvarna.**

Notes.—The road commands fine views of Galway Bay and the Aran Islands, and in its progress round Blackhead is a remarkably interesting route. For miles the road passes through an indescribable mass of stone-covered hillside, in which fields of many acres will only give out a few square yards of pasture, and these are all carefully divided off by stone walls. This is one of the most remarkable pieces of land cultivation in the whole of Ireland.

Old silver mines at 12m. 15½m. Ballynalackan Old Castle stands out very prominently on the sky line from every direction. Lisdoonvarna Spa is a favourite Irish Resort.

36 BALLYVAUGHAN TO LISDOONVARNA AND LEHINCH.

Description.—Class II. An inferior road of bumpy surface, with remarkable corkscrew windings between 3½ and 4m. (gradients up to 1 in 14). These five turns are very sharp and difficult.

In Lisdoonvarna the hill is 1 in 12, thereafter it is quite a good road, well engineered (except 14m. 1 in 10), and after 15m. is fairly smooth and flat to Lehinch. For Ennistimon keep forward at 14⅜m., a very hilly road, steep gradients, but not dangerous.

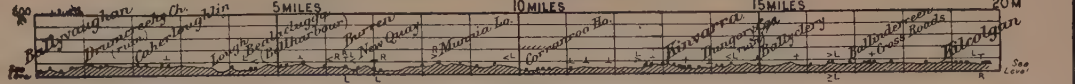
Measurements.—Ballyvaughan.*

10		Lisdoonvarna.**
17½	7½	Ennistimon.*
19⅝	9⅝	Lehinch.**

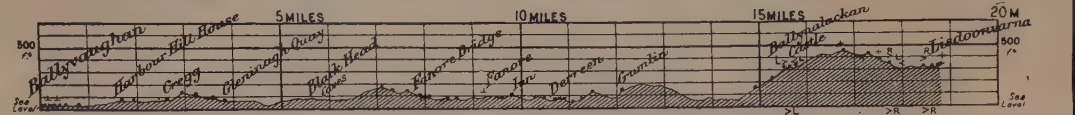
Notes.—Views of Galway Bay. After the summit very bleak and uninteresting. Lisdoonvarna: Spa. 18½m. Lehinch: Golf Links.

Hotels or Inns at places marked *.

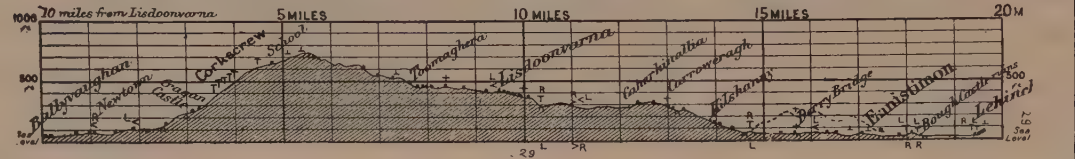
Route 34. Ballyvaughan to Kinvarra and Galway.



Route 35. Ballyvaughan to Blackhead and Lisdoonvarna.



Route 36. Ballyvaughan to Lisdoonvarna and Lehinch, (direct).



37 BANBRIDGE TO NEWCASTLE.

Description.—Class II. An undulating country road of tolerably good surface to Ballyward, then a smooth well engineered road—maximum grade at 14m. 1 in 15—to summit, thence maximum 1 in 19 to Castlewellan. Thence heavy traffic, but good surface and one short hill of 1 in 13 at 17m.

Measurements.

Banbridge,** Viaduct.		
3⅛		Corbet.
7	3⅜	Katesbridge.
16⅜	13½	9⅜ Castlewellan,* Market House.
20¾	17⅝	13¾ 4⅜ Newcastle,** P.O.

Notes.—Uninteresting country dotted over with cottages. Views of the Mourne Mountains.

38 BANBRIDGE TO PORTADOWN.

Description.—Class II. A continuously undulating road partly rolled, but with heavy mill traffic to Gilford, thereafter better surface to Portadown.

Measurements.

Banbridge,** Viaduct.		
5½		Gilford.*
11½	5⅝	Portadown.**

Notes.—Mills and Bleach Greens. 8¾m. Schomberg's Tower.

39 BANBRIDGE TO ROSTREVOR.

Description.—Class II. A very hilly road with fairly good surface and partly steam rolled to Rathfryland where there is a very bad hill of 1 in 8. Thereafter excellent to Hilltown when the surface becomes moderately good with a soft tendency and some rather loose portions over the hill to Rostrevor. The gradients on this road are rather severe, there being at 4¾m. 1 in 12; 9¼m. 1 in 8; 13½m. 1 in 12; and 15m. 1 in 14 in the forward direction. In reverse the ascent at Rostrevor commences 1 in 13 then mostly 1 in 17 with 1 in 10 at the summit, then 1 in 8 up to Rathfryland and at 6¾m. 1 in 18.

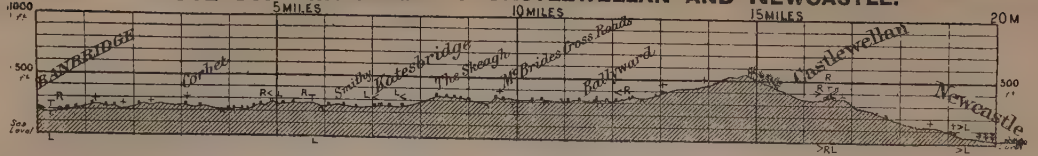
Measurements.

Banbridge,** Viaduct.		
9¼		Rathfryland.*
12⅝	3⅛	Hilltown.*
19⅜	10¼	7⅛ Rostrevor.**

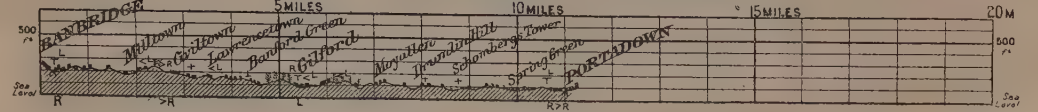
Notes.—Rathfryland is situated on the summit of a mountain and every road up to it is by an impossible gradient. Rostrevor: General Ross's Monument (1814). The road does not command extensive views except on the descent to Rostrevor and at Rathfryland.

*Hotels or Inns at places marked.**

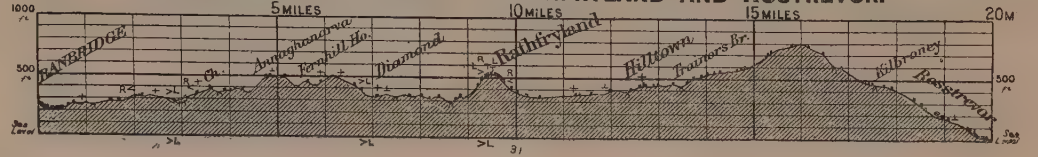
ROUTE 37. BANBRIDGE TO CASTLEWELLAN AND NEWCASTLE.



ROUTE 38. BANBRIDGE TO PORTADOWN.



ROUTE 39. BANBRIDGE TO RATHFRYLAND AND ROSTREVOR.



40 BANDON TO BANTRY.

Description.—Class II. From Bandon to Dunmanway the road has indifferently good surface. Thereafter it continues of fair surface, though bumpy, to Drimoleague, when it gradually degenerates, and near Durrus Road Station is a badly kept rough road, with many loose stones. The steep descent to Bantry is 1 in 13. As a main road this route is not recommended for any place beyond Drimoleague.

Measurements.

Cork,** St. Patrick's Bridge (Route 89.)								
19½	Bandon.**							
26¾	7¼	Murragh.						
28½	9	1¾	Enniskeen.*					
29½	9¾	2½	¾	Ballyneen.*				
36¾	17½	10	8¼	7½	Dunmanway.*			
44⅝	25½	17⅞	16⅛	15⅝	7⅞	Drimoleague.*		
48⅜	28¾	21⅝	19⅞	19¼	11⅝	3¾	Aghaville Cross Roads.*	
56⅝	37⅛	29⅝	28⅜	27⅜	19⅝	12	8½	Bantry.**

Notes.—Uninteresting country.

41 BANDON TO COURTMACSHERRY.

Description.—Class II. An excellent road with long easy ascent. Descent 1 in 22 (part 1 in 18) to Timoleague.

Measurements.—Bandon.**

8⅝	Timoleague.
11⅜	2¾ Courtmacsherry,* Station.

Notes.—Timoleague: Abbey.

42 BANDON TO HARBOUR VIEW.

Description.—Class II. An excellent road. Gradients up to 1 in 18. Harbour View is a favourite resort.

Measurements.—Bandon.**

7¾	Kilbrittain.
9¼	1½ Harbour View.**

43 BANTRY TO CROOKHAVEN.

Description.—Class III. A very bumpy road for 2m. (grades mostly 1 in 13-17), then fairly good surface with descent (bits 1 in 10), mostly 1 in 17, to Durrus. Thereafter the road has very fair surface, though with one or two bad patches. The road is narrow and winding after Dunmanus Barrack. There are several bad hog-back bridges.

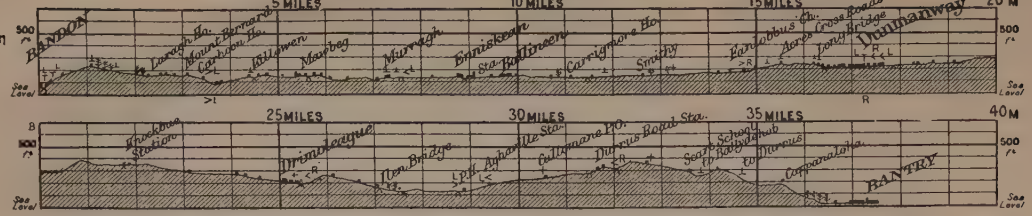
Measurements.—Bantry.**

6¼	Durrus.*		
10⅞	3¾	Dunbeacon School.	
16¼	10	5⅜	Toormoore.
22⅜	15⅞	12	5¾ Crookhaven.

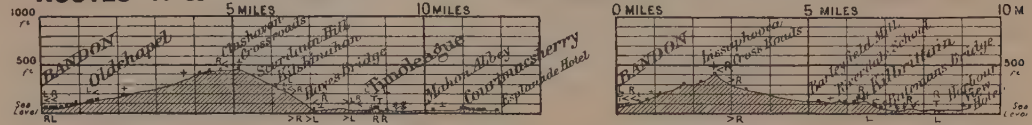
Notes.—10. Dunbeacon Castle. 14m. Dunmanus Castle. Crookhaven: Naval Base.

Hotels or Inns at places marked *.

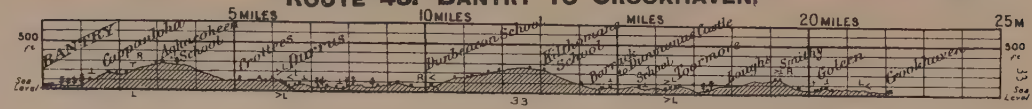
ROUTE 40. BANDON TO DUNMANWAY AND BANTRY.



ROUTES 41 & 42. BANDON TO COURTMACSHERRY—BANDON TO HARBOUR VIEW.



ROUTE 43. BANTRY TO CROOKHAVEN.



44 BELFAST TO DONAGHADEE.

Description.—Class I. and II. Of the two roads to Donaghadee, Route 45 is the shorter but less picturesque. Tram lines with macadam sides for 2m., where turn off L, then a well rolled road, with heavy traffic to Bangor. Thence the road practically follows the coast and has fine surface considering the heavy coaching traffic. There is a bad hill at 17¼m., 1 in 12. There is a direct inland road from Bangor, but the bulk of the traffic follows this route.

After Donaghadee the road continues along the shore, of excellent and smooth surface to Ballyhalbert where it turns inland. Coaching traffic from Donaghadee to Ballywalter.

Measurements.

Belfast,** Bank.							
5⅝	Holywood.*						
13½	7½	Bangor,** Town Hall.					
15⅝	10⅛	2⅝	Groomsport.*				
20¼	14½	7	4½	Donaghadee.**			
22⅞	17¼	9¾	7½	2⅝	Millisle.**		
28	22⅜	14⅞	12¼	7¾	5⅛	Ballywalter.**	
31½	25⅞	18⅝	15⅜	11½	8⅝	3½	Ballyhalbert.*
37¼	31⅝	24½	21½	17	14⅜	9½	5⅝ Ardkeen.*
41	35⅜	27⅞	25¼	20¾	18⅝	13	9½ 3¾ Portaferry.*

Notes.—Between Donaghadee and Ballyhalbert the road runs by the seaside. There are fine views of the Mull of Galloway, Isle of Man, and the Cumberland Hills.

45 BELFAST TO PORTAFERRY.

Description.—Class II. Tram lines with macadam sides for 3¾m., then a rather bumpy road to Dundonald when the surface improves over the hill to Newtownards, where there is a short section of bumpy surface. Thence the road is easy but uninteresting to Donaghadee.

The road to Portaferry is a smooth and almost level road, following the shore of Strangford Lough till within 4m. of Portaferry. This is a favourite road in connection with Route 44, as there are cross roads at short intervals.

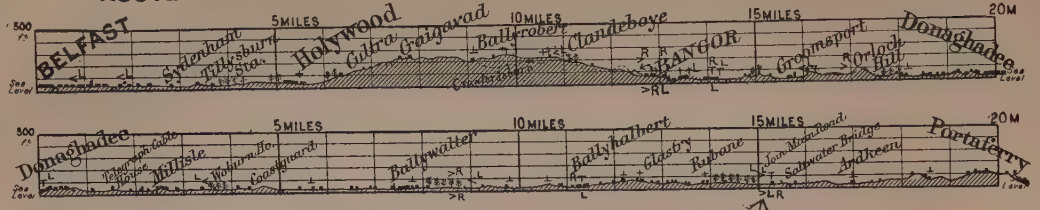
Measurements.

Belfast,** Bank.						
4⅜	Dundonald.					
10	5⅝	Newtownards,** Square.				
17⅜	13¼	7⅜	Donaghadee.**			
13⅜	9	3⅜	Cunningburn.			
17½	12½	7½	3½	Grey Abbey.*		
20⅜	16	10⅜	7	3½	Kirkcubbin.*	
24½	19⅞	14½	10⅞	7⅜	3⅞	Ardkeen.*
28½	23⅝	18½	14⅝	11½	7⅝	3¾ Portaferry.*

Notes.—After Newtownards a very pretty road alongside Strangford Lough for 14m. 6m. Mount Stuart House. Grey Abbey: Ruin. Portaferry: Castle.

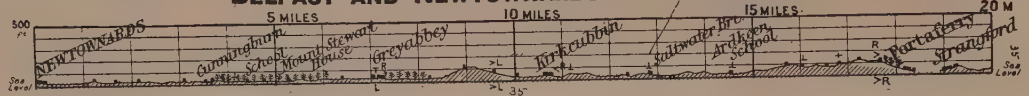
*Hotels or Inns at places marked **.*

Route 44. Belfast to Bangor, Donaghadee, and Portaferry.



Route 45. Belfast to Newtownards and Donaghadee.

Belfast and Newtownards to Portaferry.



46 BELFAST TO DOWNPATRICK.

Description.—Class I. Tram lines with macadam sides for 2¼m., after that it is a finely engineered road, with splendid surface to Crossgar. Thereafter it is a little bumpy, but still it is a fair road to Downpatrick.

Measurements.

Belfast,**	Bank.		
6¼	Carryduff.		
11	4¾	Saintfield.*	
16⅛	9⅞	5⅛	Crossgar.*
22	15¾	11	5⅜ Downpatrick.**

BY COMBER.

Description.—Class II. Tram lines with macadam sides for 3¾m., then a well rolled but very bumpy road to Comber; thereafter the road is well kept and undulating but good going, all the way to Downpatrick.

Measurements.

Belfast,**	Bank.		
4¾	Dundonald.		
9	4¼	Comber.*	
20¼	15¼	11¼	Killyleigh.*
26¼	21⅜	17⅛	5⅜ Downpatrick.**

Notes.—Saintfield (1798). Downpatrick; Abbey, Ancient Fort. Killyleigh; Castle, demolished 1648.

47 BELFAST TO NEWCASTLE.

Description.—Class II. Tram lines for 2¼m., thereafter it is a well-engineered and superior road to Ballynahinch. From Ballynahinch the road is continually undulating (15½m., 1 in 14), with fairly good surface past Spa Hotel to the cross roads at 19¼ m., when the splendid level steam-rolled road to Dundrum commences, and thereafter the surface is all that could be desired.

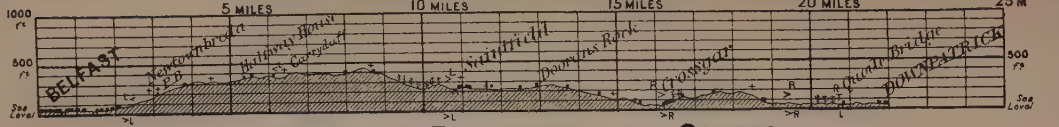
Measurements.

Belfast,**	Bank.		
6¼	Carryduff.		
14¼	8¼	Ballynahinch.**	
25¾	19¾	11½	Dundrum.**
29⅞	23⅜	15⅝	4¼ Newcastle,** P.O.

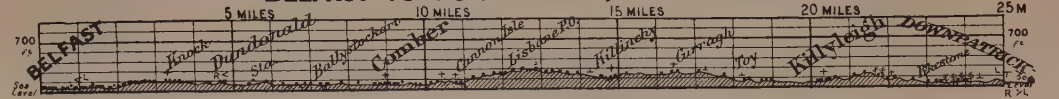
Notes.—Ballynahinch; Fight 1798. 16 m. Spa. Dundrum; Castle (1313), Newcastle; Mourne Mountains, Slieve Donard, Bryansford, &c.

Hotels or Inns at places marked *

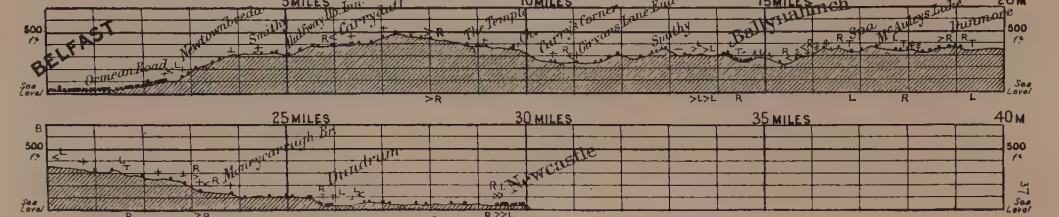
ROUTE 46. BELFAST TO DOWNPATRICK (DIRECT).



BELFAST TO DOWNPATRICK, VIA COMBER.



ROUTE 47. BELFAST TO BALLYNAHINCH AND NEWCASTLE.



48 BELFAST TO NEWRY, &c.

Description.—Class I. Tram lines for 3m., then a steam rolled and wonderfully good road to Hillsborough (hill 1 in 9), tending to be bumpy, owing to very heavy traffic to Lisburn; F.P. all the way. After that it is better to Dromore, superior and mostly rolled to Banbridge, and splendid thereafter to Newry. This is a fast road from Hillsborough to Newry, though there are several very stiff short hills (1 in 9 to 1 in 15) between Banbridge and Four-mile House. From Newry the two mile ascent begins 1 in 14, eases off to 1 in 25, with one short piece 1 in 10, and has very rough surface, but approaching the summit and on to Dundalk it is an excellent road.

Measurements.

Belfast,** Bank.						
8⅛	Lisburn,** Town Clock.					
12¼	4⅛	Hillsborough.*				
17¼	9⅛	5	Dromore,* Market Square.			
24½	16⅜	12¼	7¼	Banbridge,** Tunnel.		
27¼	19⅛	15	10	2¾	Loughbrickland.	
37¾	29⅜	25½	20½	13½	10½	Newry,** Town Hall.
51	42⅞	38¾	33¾	26½	23¾	13¼ Dundalk.**
71	64⅞	60⅜	55⅜	48½	45¾	35¼ 22 Drogheda.**
103¾	95½	91⅛	86½	78¾	76½	65⅝ 52⅜ 30⅜ Dublin.**

Notes.—Manufacturing towns to Newry. Dromore: Cathedral, Church, Old Mound. Banbridge: Road Viaduct. Newry: burned 1689. 43½m. Jonesborough: burned 1798. 44½m. Ravensdale House. Dundalk: surrendered 1669, Martyrs' Monument.

49 BELFAST TO ARMAGH.

Description.—Class I. Paving and tram lines with macadam sides for 3m., then a well-rolled road of excellently good surface—considering the heavy traffic—to Lisburn. At one time this road was a byeword, but it is now quite good. Thence to Moira the road is fairly level, with smooth steam-rolled surface. After the stiff hill in Moira (about 1 in 19) the road is an easy undulating broad highway of smooth steam-rolled surface kept in the best condition the whole way to Armagh.

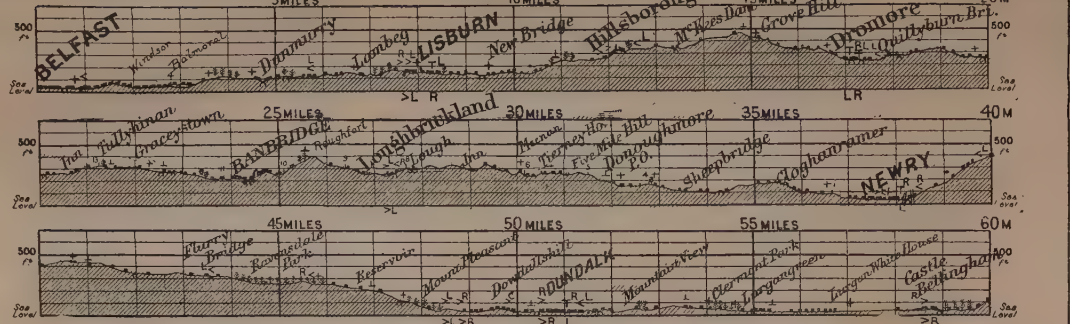
Measurements.—Belfast,** Bank.

8	Lisburn,** Town Clock.			
15⅞	7⅞	Moira.*		
20⅜	12⅜	5	Lurgan.**	
26½	18½	10½	5½	Portadown.**
36⅞	28⅞	21	16	10⅜ Armagh.**

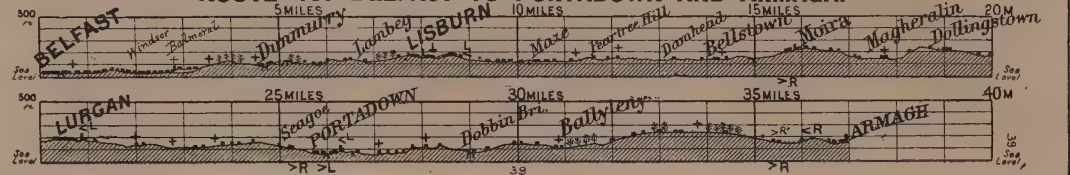
Notes.—LISBURN: Mills. 14⅜m. Trummery Old Church. LURGAN: Mills, Brownlow House. PORTADOWN: Mills. ARMAGH: Cathedral, Observatory, Library, School, The Mall. At Lurgan Lough Neagh is visible from the main street.

Hotels or Inns at places marked *.

ROUTE 48. BELFAST TO NEWRY AND DUNDALK.



ROUTE 49. BELFAST TO PORTADOWN AND ARMAGH.



50 BELFAST TO PORTRUSH.

Description.—Class I. A long easy paved rise, with tram lines to Whitewell; after that it is a splendid broad road with superior surface through Templepatrick to Antrim. Thereafter the road is of fine steam-rolled surface and with easy undulations to Ballymena. From Ballymena to Ballymoney the road is of uniformly good quality, but from there to Coleraine the surface is hardly as good. From Coleraine to Portrush the road is undulating, with fair surface (and F.P.). This route presents few great attractions—nothing like the splendid coast road by Cushendall (Route 188). There is a road ¾ m. shorter from Ballymoney direct to Portrush; it is now steam rolled, and is level and almost straight until reaching the coast, when it curves downwards to the Portrush-Giant's Causeway road. (English milestones.)

Measurements.

Belfast,** Bank.							
4¾	Whitewell.*						
11⅜	6⅝	Templepatrick.*					
16⅞	12⅛	5½	Antrim,** Market House.				
27½	22⅞	16½	10⅝	Ballymena,** Clock.			
45⅞	41⅛	34½	29	18⅜	Ballymoney.**		
53½	48¾	42½	36⅝	26	7⅝	Coleraine,** Clock.	
58⅝	54½	47½	42	31⅜	13	5⅜	Portrush,** P.O.
57⅜	53⅛	46½	41	30⅜	12	4⅜	Port Stewart.**

Notes.—3 m. Cave Hill. ANTRIM: Round Tower, Fight (1798), Castle (Massereene). BALLYMENA: Mills. Thereafter an uninteresting road through almost bog country to Ballymoney. COLERAINE: Salmon Leap. PORTRUSH: White Rocks, Giant's Causeway, Dunluce Castle, &c.

51 BELFAST TO CRUMLIN.

Description.—Class II. Tram lines to Legoniel. As this road is almost entirely steam rolled, the surface as a whole is excellent, though the "original" bits alternating all the way along are very trying. For Antrim, R. at 7½ m. The gradient on the long hill never exceeds 1 in 18, but the length is so great that few cyclists can accomplish the ascent. (Cyclists usually follow the tramway through Legoniel and save a mile by having a steep push at the end.) The gradients on the Crumlin side are easier. F.P. halfway.

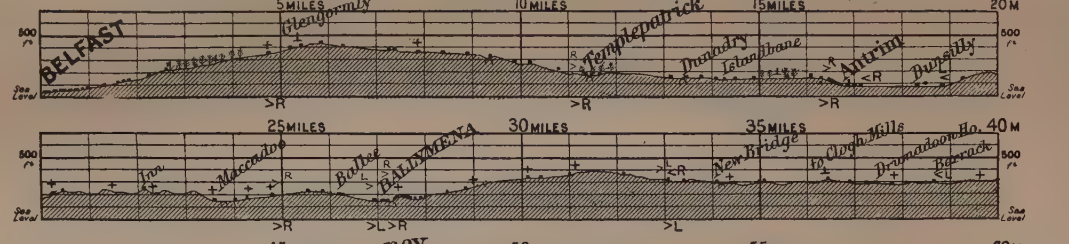
Measurements.

Belfast,** Bank.	
2¾	Legoniel.
14½	11¾ Crumlin,* or
16	13¼ Antrim.**

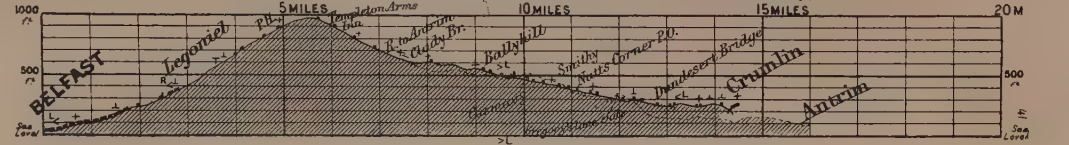
Notes.—Fine view from the horse-shoe bend.

Hotels or Inns at places marked *.

ROUTE 50. BELFAST TO BALLYMENA, COLERAINE, AND PORTRUSH.



ROUTE 51. BELFAST TO CRUMLIN (OR ANTRIM).



52 BELFAST TO LARNE.

Description.—Class I. The road by Whitehead has tram lines to Greencastle; thereafter, though steam-rolled, is for the most part bumpy to Carrickfergus, but after that it improves and is a capital smooth road over Whitehead to Glynn. Thereafter it becomes bumpy and undulating to Larne.

The road by Ballyclare is a long easy paved rise with car lines to Glengormly after which slightly bumpy surface, partly steam-rolled with long easy hills to Ballynure, thence undulating with good steam-rolled surface to Larne. The direct road to Ballynure has exceedingly stiff hills.

Of the three routes to Larne, that by Whitehead (24⅝m.) is the prettiest; by Ballynure the most direct (20½m.); by Ballyclare the easiest (22⅛m.) (English milestones).

Measurements.

Belfast,** Bank.
5¾ Whiteabbey.*
10½ 4¾ Carrickfergus.**
15½ 9¾ 5 Whitehead.**
24⅝ 18⅝ 13¾ 8¾ Larne** (1⅛m. from Pier).

By Ballyclare.—Belfast,** Bank.
(direct) 5⅜ 5⅜ Glengormly.*
... 12 6⅝ Ballyclare.*
12¾ 14⅝ 9 2⅜ Ballynure.*
20½ 22½ 16¾ 10½ 7¾ Larne.**

Notes.—Carrickfergus: Castle (1128), Old Walls, &c., William III. landed 1690. Occupied by French 1760. Ballycarry: Templecorran Church Ruins (Dean Swift). Larne: Bruce landed 1315, Olderfleet Castle. Splendid views of Belfast Lough from Whitehead.

53 BELLEEK TO BELCOO.

Description.—Class II. A fine smooth splendidly kept road to Belcoo, without any bad gradients, except at Belcoo, 1 in 8—very short.

Measurements.—Belleek.**
5¼ Garrison.
18¼ 13 Belcoo.* (Route 289).

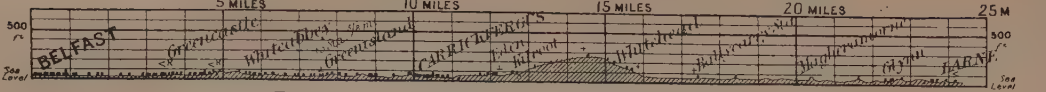
54 BELTURBET TO SWANLINBAR.

Description.—Class II. A fairly good road to Ballyconnell when there are several stiff hills—notably 8¼m. 1 in 12, but the surface is excellent to Bawnboy when it deteriorates and is of only fairly good quality to Swanlinbar.

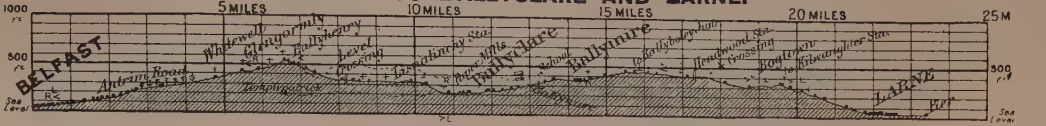
Measurements.—Cavan.**
9¾ Belturbet.*
17⅛ 7 Ballyconnell.*
21¼ 11½ 4⅛ Bawnboy.*
27⅛ 17⅜ 10 5¾ Swanlinbar.

Notes.—Pretty, near Brackley Lodge. Swanlinbar: Spa.

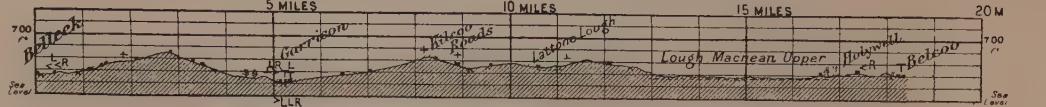
ROUTE 52. BELFAST TO CARRICKFERGUS AND LARNE.



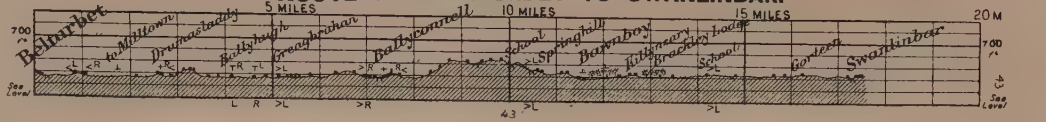
BELFAST TO BALLYCLARE AND LARNE.



ROUTE 53. BELLEEK TO BELCOO. (BLACKLION.)



ROUTE 54. BELTURBET TO SWANLINBAR.



55 BIRR TO ATHLONE.

Description.—Class II. Excellent surface to Cloghan, then fair to Ferbane, after which an excellently good road to Ballynahown, for Athlone.

Measurements.—Birr,** Square.

		9¾		Cloghan.
13⅜		4		Ferbane.
19½	10⅜	6⅛		Ballynahown.
26½	17⅛	13⅛	7	Athlone,** Bridge.

56 BIRR TO BALLINASLOE.

Description.—Class II. An almost level road with F.P. to Rapemills; surface slightly bumpy, but quality above average to Banagher, thence fairly good surface to Ballinasloe.

Measurements.—Birr,** Square.

		7⅝	Banagher.
12¼		4⅝	Clonfert Cross.
25	17⅝	12¾	Ballinasloe.**

Notes.—An uninteresting road. Banagher: Old Fortifications. Clonfert: Old Cathedral. Ballinasloe: Garbally Demesne (Clancarty).

57 BIRR TO DUBLIN.

Description.—Class I. A fine broad road, slightly bumpy for the first 11m., then a level and splendid road to Clonaslee, with wonderfully smooth surface. Thence the road becomes bumpy with traffic, with a stiff hill of 1 in 17 at Rosenallis, and though good going is a trifle bad at one or two points to Mountmellick. Thence the best road is by Emo to New Inn on the Maryborough Road (Route 113), but the flat route by Portarlington to Monasterevan is only ¼m. longer. F.P. near Birr, Kinnitty, from Clonaslee to Rosenallis, and mostly on to Mountmellick, and with the exception of 2m. from there to Portarlington.

Measurements.

Birr,** Square.

8¼		Kinnitty.*			
18	9¾		Clonaslee.**		
23¼	15	5½		Rosenallis.*	
28	19⅝	10	4¾		Mountmellick.*
32⅝	24⅜	15½	9⅜	4⅝	Emo.
40	31¾	22	16¾	12	7⅜ Monasterevan * (R. 113).

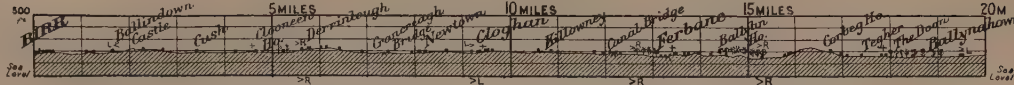
34½	26¼	16½	11¼	6½	Portarlington.**
40⅜	32⅛	22⅜	17⅛	12⅜	5⅞ Monasterevan * (R. 113).

Notes.—Kinnity: Castle, Castle Bernard. 15½m. Castlecuffe Ruins. Mountmellick: Factories. Emo: Castle. Portarlington: Schools. 36½m. Lea Castle (1260), burned 1315, destroyed 1650.

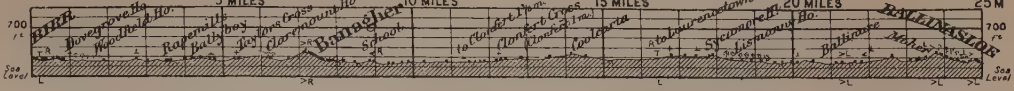
The road runs near the foot of the Slieve Bloom Mountains, and commands fine views over Kings County.

*Hotels or Inns at places marked *.*

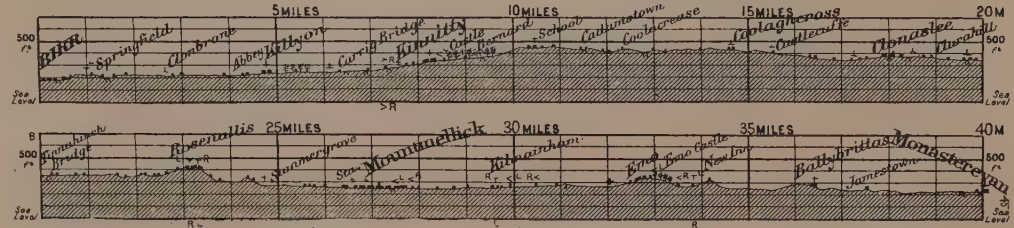
ROUTE 55. BIRR TO BALLYNAHOWN, FOR ATHLONE. *(Route 13).*



ROUTE 56. BIRR TO BANAGHER AND BALLINASLOE.



ROUTE 57. BIRR TO MOUNTMELLICK AND MONASTEREVAN, FOR DUBLIN.



58 BIRR TO BORRISOKANE, &c.

Description.—Class III. Very bumpy for 2m.; after Carrig a smooth undulating road till near Borrisokane, when it becomes bumpy. Grades 1 in 17 at 1m. and 7m.

Measurements.—Birr,** Square.

8¼		Ballingarry.*
12¾	4½	Borrisokane.*
24¼	16	11½ Nenagh.**

59 BOYLE TO CASTLEREAGH.

Description.—Class II. A slightly bumpy road. Grades at ½m., 2¾m., 5½m. 1 in 10, but quite short; 18m. 1 in 19.

Measurements.—Boyle.**

9		Frenchpark.*
19	10	Castlereagh.**

Notes.—Frenchpark: Demesne, Clonshanville Abbey Ruins.

60 BRAY TO GLENDALOUGH.

Description.—Class II. A bumpy road to Kilmacanoge, thence very steep (4½ and 5½m. 1 in 10) to summit, where the surface is very good for two miles, then fair, with a tendency to be bumpy, to Glendalough. Surface above the average. Gradients at 7m. 1 in 14, 7½m. 1 in 12, 9½m. 1 in 13, 15m. 1 in 15.

Measurements.

Dublin,** G.P.O.				
12¾				Bray,** Royal Hotel.
15⅞	3			Kilmacanoge,* Sugarloaf Hotel.
24⅜	12	9		Roundwood,* Hotels.
30⅜	17¾	14¾	5¾	Laragh.*
31⅞	19	16	7	1¼ Glendalough,** Royal Hotel.

Notes.—Fine scenery in the Rocky Valley above Kilmacanoge, from the shoulder of Great Sugarloaf at about 5m., at Vartry Reservoir (Roundwood), and at Glendalough.

61 BRAY TO GREYSTONES, &c.

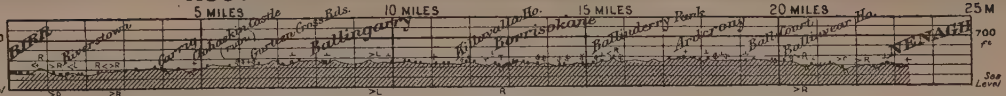
Description.—Class II. The best road is by R. 108. Bumpy surface on the long hill—mostly negotiable (1 in 21)—to Windgate, after which there is a bad 1 in 13-10 descent. For Greystones turn off at 4¼m., and rejoin at 5¾m. From 5 to 7½m. is a succession of short hills, nearly all 1 in 12, very trying but not dangerous; thence good surface.

Measurements.

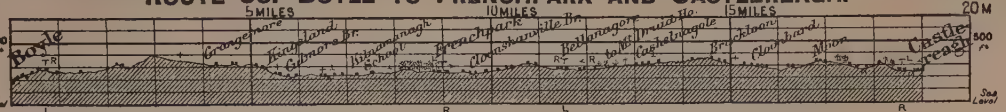
Dublin,**G.P.O.				
12¾				Bray,**Royal Hotel.
(17¾	5¼			Greystones,**Station.)
20⅜	7⅝	3⅜		Kilcoole.
27½	14¾	10¾	7⅜	Newrath Bridge,* Hotel.
28¼	15½	11½	8¼	¾ Rathnew. (Route 330.)
30⅛	17⅜	13⅜	10	2⅝ 1⅜ Wicklow,**Grand Hotel.

Notes.—Greystones: select seaside town. Wicklow: (Danish, English, 1170) Castle 1375; Massacre 1641.

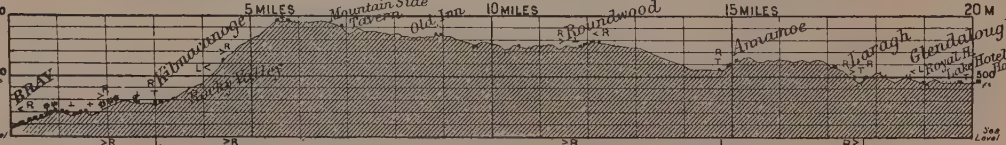
ROUTE 58. BIRR TO BORRISOKANE AND NENAGH.



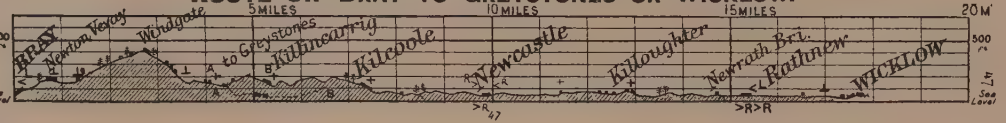
ROUTE 59. BOYLE TO FRENCHPARK AND CASTLEREAGH.



ROUTE 60. BRAY TO ROUNDWOOD AND GLENDALOUGH.



ROUTE 61. BRAY TO GREYSTONES OR WICKLOW.



62 Bundoran to Manor Hamilton.

Description.—Class II. An up and down and rather bumpy road, but with fair surface to Kinlough, then an easy road, but with very poor surface all the way to Manor Hamilton.

Measurements.		
Bundoran,** Bridge.		
2⅝	Kinlough.	
15⅞	13¼	Manorhamilton.**

Notes.—Near Kinlough the fine outlines of the cliffs are seen to advantage; otherwise rather tame. Manorhamilton: Skreeny House Ruins.

63 Cappoquin to Clogheen.

Description.—Class II. A finely graded road over the mountain. In the first two miles there is a stiff grade of 1 in 18, but the rest is uniformly easy to 14m., after which there are steep pitches of 1 in 13 to the summit. The descent to Clogheen is mostly 1 in 30, but is 1 in 23 at 12m., and 1 in 15 at 14¼m. The surface is exceedingly good, and the zig-zag descent is a triumph of engineering, as the road turns to every point of the compass.

Measurements.			
Cappoquin.**			
(4⅝	Mount Melleray Monastery.)		
10	Summit (1113 ft.).		
15⅝	5⅝	Clogheen.*	
19⅛	9⅛	3¾	Ballybooby.
24	14	8⅝	4⅞ Caher.**

Notes.—The view from the summit, with Clogheen and the country spread out at one's feet, is marvellous. Caher: Castle.

64 Carlow to Athy, &c.

Description.—Class II. A well kept and almost level road to Athy, thence equally good, but with a slight rise, and 1 in 15 descent, before Monasterevan.

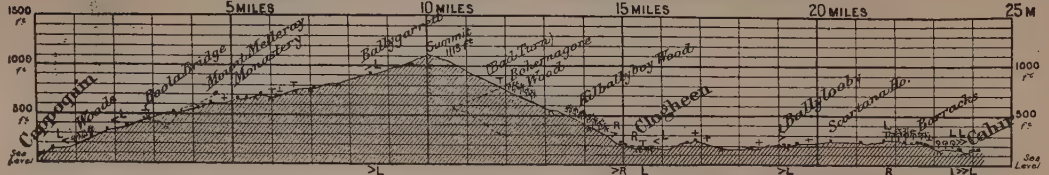
Measurements.				
Carlow.**				
5¼	Maganey Bridge.			
11¼	6¼	Athy.**		
18⅛	12⅞	6⅝	Cush.	
23⅜	17⅞	11⅝	5	Monasterevan.*

Notes.—Athy: burned 1308-1315, Castle 1506, 1648, Woodstock Castle.

*Hotels or Inns at places marked *.*

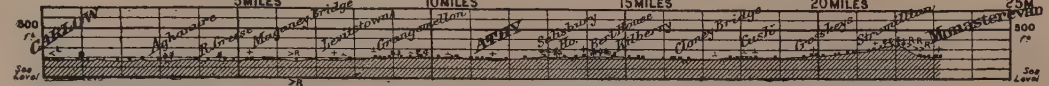
Route 62. Bundoran to Manorhamilton.

Route 63. Cappoquin to Clogheen and Cahir.



The dotted line at 12m gives a better idea of the position of the road on the corkscrew descent.

Route 64. Carlow to Athy and Monasterevan.



65 CARLOW TO KILKENNY.

Description.—Class I. The main road to Cork. The direct road to Leighlinbridge has very bumpy surface, but this route by the west side of the river is very good, with F.P.. After Leighlinbridge the road is a trifle hilly, with good surface. F.P. for the last 5m. near Kilkenny.

Measurements (*Irish Milestones*).

Dublin.**	(Route 111.)				
50⅝	Carlow.**				
58⅝	8	Leighlinbridge.*			
61	10⅜	2⅜	Royal Oak. (Route 316.)		
63⅝	13	5	2⅝	Boherboy.	
74⅝	23¾	15¾	13⅜	10½	Kilkenny,** Victoria Hotel.
105¾	55¼	47¼	44⅞	42¼	31½ Clonmel.** (Route 173.)
160⅞	110¼	102¼	99⅞	97¼	86½ 55 Cork.**

Notes.—This is a pretty road near the river, passing at 2¾m. the ruined entrance to Cloghrenan Castle. Leighlin Bridge; Blackcastle. KILKENNY: Castle, modern (Ormonde), Cathedral, Round Tower, Abbey, Friary.

66 CARLOW TO NEW ROSS.

Description.—Class II. A level road with surface above the average to Bagenalstown, then continually undulating but with no actually dangerous hills; surface fair till within 2m. of New Ross, when it becomes exceedingly bumpy (with F.P.). Gradients at 16¾m. 1 in 16, 32¾m. 1 in 14.

Measurements.

Carlow.**			
9⅝	Bagenalstown.*		
17¾	8⅛	Borris.**	
25½	15	7¾	Glynn.
34⅜	24¾	16⅝	8¾ New Ross,** Royal Hotel.

Notes.—Not much scenery on this route except where the road is near the river, especially near New Ross. NEW ROSS: Mount Garrett Castle Ruins; Gates and Walls destroyed by Cromwell, 1649; Battle 1798.

67 CARLOW TO SHILLELAGH.

Description.—Class II. This road is rather bumpy as far as Tullow (grade 1 in 12). Thereafter the surface is rather good, with easy gradients—not above 1 in 21—over the hill to Shillelagh.

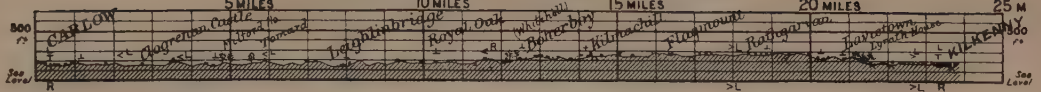
Measurements.—Carlow.**

9½	Tullow,* Bridge.		
19½	10	Shillelagh,* Clock.	

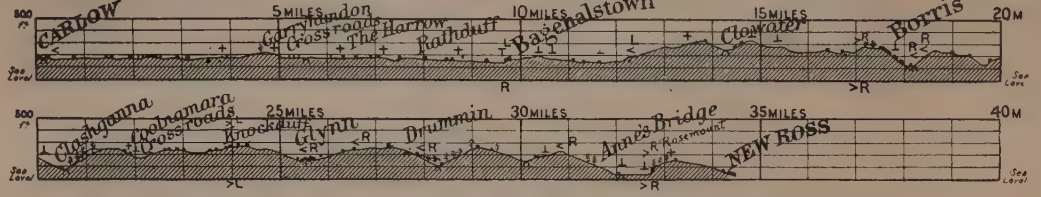
Notes.—Scenery not very interesting, but there are fine views of the mountain ranges.

Hotels or Inns at places marked *.

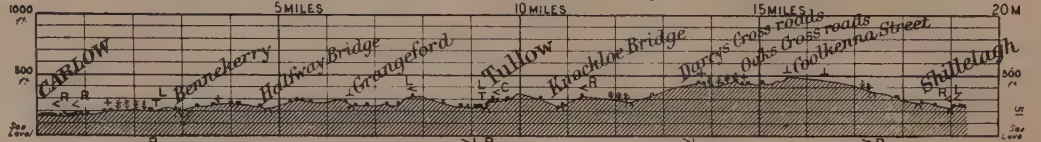
ROUTE 65. CARLOW TO KILKENNY.



ROUTE 66. CARLOW TO BAGENALSTOWN AND NEW ROSS.



ROUTE 67. CARLOW TO SHILLELAGH, FOR WICKLOW.



68 Carrick-on-Shannon to Ballinamore.

Description.—Class II. A bumpy road with F.P. for 3m., then gradually improving in quality, till at Drumcong it is a smooth and almost flat road alongside the railway, to 14m., when there is a stiff hill over to Edentinny (1 in 10) followed by undulations (16m. 1 in 12). This road has better surface than the more direct road by Keshcarrigan.

Measurements.

Carrick-on-Shannon.**			Carrick.**
8½		Drumcong.	8 Drumshanbo.*
16½	8¾	Ballinamore.*	11¾ Ballinamore.*

Notes.—Arigna Collieries near Drumshanbo.

69 Carrick-on-Suir to Dungarvan.

Description.—Class II. A finely engineered and well-made road, surface gradually improving, to Kilmacthomas. Thence to Dungarvan by the old direct road, see Route 319. This road passing near Stradbally, not having much traffic and being finely made and engineered, is of fairly fast surface till within 3m. of Dungarvan when it becomes bumpy. For Stradbally L at 17½m.

Measurements.

Carrick-on-Suir.**		
12¼		Kilmacthomas.*
(18¼	6¼	Stradbally.*)
26⅜	14⅛	Dungarvan.**

Notes.—The fine viaduct at 18¼m. testifies to the expense of construction of this road. Fine view along the coast on turning the corner. Dungarvan: Castle destroyed by Cromwell (1649), Abbey.

70 Carrickmacross to Bailieborough.

Description.—Class II. A broad and almost level road to Kingscourt Station, but on account of the heavy traffic the road is mostly in a deplorable state. F.P. for 4m. From the Station the road ascends 1 in 13 to Kingscourt.

From Kingscourt to Bailieborough the road is finely engineered and as a whole is a good road. In parts it has superior surface, but the heavy traffic breaks it up at one or two points. The only bad gradient is at 15m., 1 in 13-15.

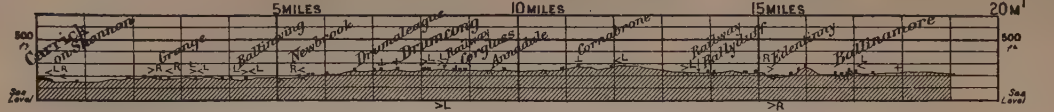
Measurements.

Carrickmacross.**		
6¾		Kingscourt Station.
8	1⅛	Kingscourt.*
16	9⅛	8 Bailieborough.**

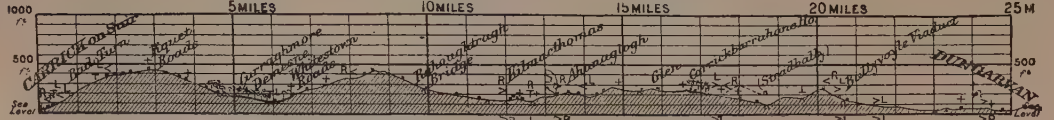
Notes.—Cabra Castle. A finely wooded Estate.

*Hotels or Inns at places marked.**

Route 68. Carrick-on-Shannon to Ballinamore, for Enniskillen.

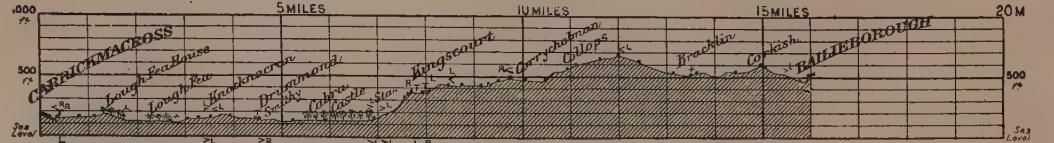


Route 69. Carrick-on-Suir to Dungarvan.



From Kilmacthomas to Dungarvan direct, see Route 319.

Route 70. Carrickmacross to Bailieborough.



71 CASTLEBAR TO CASTLEREAGH.

Description.—Class II. The surface is in very fair order, much above the average, and as the hills are of no length, it is an easy road to travel. The best road to Dublin is by Tuam, not by this route.

Measurements.

Castlebar.**				
5½	Manulla.*			
8⅝	3¼	Balla.*		
17	11½	8¼	Claremorris.*	
28⅛	22⅝	19⅜	11⅛	Ballyhaunis.*
33¾	28¼	25¾	16¾	5⅝ Ballinlough.
40½	35	31¾	23½	12⅝ 6¾ Castlereagh.**

Notes.—Semi-bog country, mostly uninteresting. Balla; Round Tower.

72 CASTLEBAR TO NEWPORT. 11⅝m.

Description.—Class II. An excellent undulating road with some short stiff ascents over obstacles, but otherwise an easy road and well made. Surface apt to be in tracks.

Notes.—An uninteresting road with almost no traffic. At 3¼m., a well-made road—made by Government—with almost no traffic, and through an almost uninhabited district, turns off through the heart of the mountains to Bellacorrick Bridge (27¼m.), joining Route 21; surface passably good.

73 CASTLEBAR TO TUAM.

Description.—Class I. The Dublin Road. The surface on this road is kept in very fair condition, and as the traffic is not heavy, the quality is usually above the average. The hills are very easy throughout, and the road presents no difficulties. There is a short cut by turning R. at 4⅝m., and rejoining at 7m., saving ⅝m.; in reverse, turn L. at 7m.

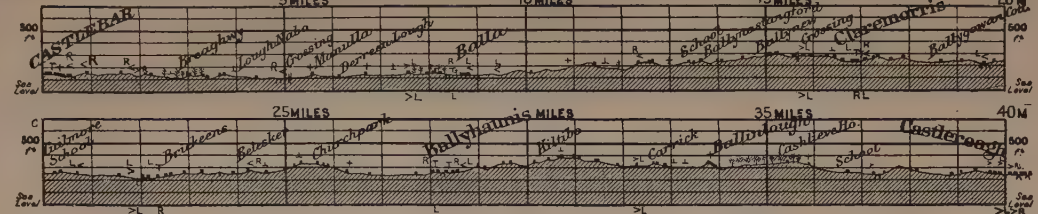
Measurements.

Castlebar.**				
5⅞	Ballycarra.			
18⅜	12½	Hollymount.*		
22⅛	16¼	4	Mount Jennings Crossroads.	
34½	28⅝	16½	12⅛	Tuam.**
75½	69⅜	57⅛	53⅝	41 Athlone.**
151¾	145⅞	133⅝	129⅝	117½ 76½ Dublin.**

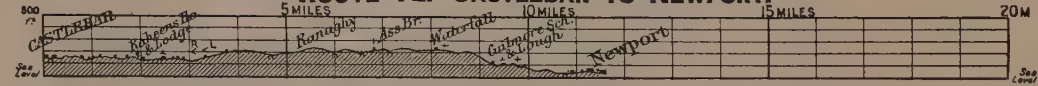
Notes.—The scenery, except near Hollymount, is uninteresting. 7¾m. Doonamona Castle Ruin. 12m. Newbrook House Ruins; 28½m. Castlegrove. Tuam; Cathedral, Cross.

Hotels or Inns at places marked *.

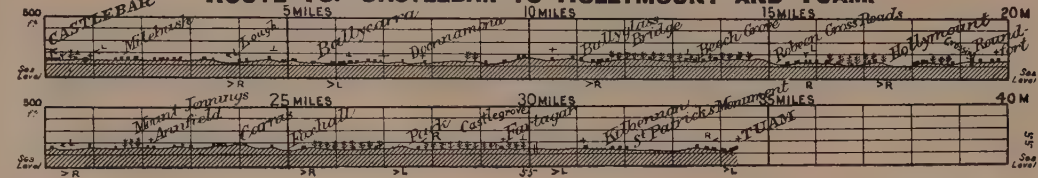
Route 71. Castlebar to Claremorris and Castlereagh.



Route 72. Castlebar to Newport.



Route 73. Castlebar to Hollymount and Tuam.



74 CASTLEREAGH TO BALLAGHADEREEN.

Description.—Class II. An easy but bumpy road, with a 1 in 19 ascent and descent at Castlereagh, and a short stiff hill (1 in 11) at 3½m., to Loughglinn; then a fairly good and almost flat road to Crunaun Bridge, when very bumpy to Ballaghadereen.

Measurements.

Castlereagh.**		
6	Loughglinn.*	
12⅝	6⅝	Ballaghadeereen,* Market House.

Notes.—Loughglinn; Castle Ruins, Circular Fort. 10½m. Castle Ruins. Uninteresting bog country, but well wooded near Loughglinn.

75 CAVAN TO BAILLIEBOROUGH.

Description.—Class II. The Dublin Road for 6m. A well engineered, broad undulating highway, grades mostly 1 in 17, but 1 in 14 at 6¼m. Surface partly steam-rolled.

On turning off the Dublin Road, this road is at once hilly with good going but inferior surface—too much earth—but being well engineered, picks its way over the hills on grades not exceeding 1 in 17. At 18¼m. and 19¼m. there are two short pitches of 1 in 13. (Irish milestones.)

Measurements.

Cavan.**		
6¾	Stradone.*	
14½	6½	Moylett.
20¼	14¼	7¾ Baillieborough.**

Notes. Uninteresting country, but there are some views from the higher points.

76 CAVAN TO BALLYBAY.

Description.—Class II. An exceptionally good and easy undulating road of fine surface to Tullyvin, then very bumpy—partly steam rolled—to Cootehill. Thereafter the road is bumpy for 2m., with a stiff hill in either direction (1 in 16); thereafter level, and with excellently good surface. Then a 1 in 14 descent, and 1 in 10 hill in Ballybay.

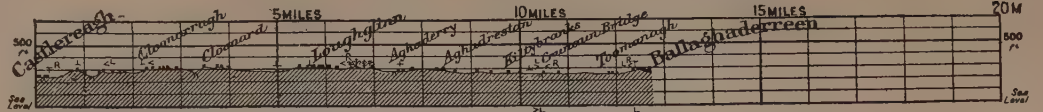
Measurements.

Cavan.**		
12½	Tullyvin.*	
15⅞	3½	Cootehill.*
25⅞	13½	10 Ballybay.*

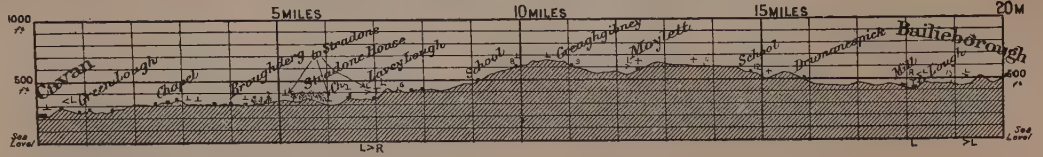
Notes.—Cootehill; Belmont House. Ballybay; House.

*Hotels or Inns at places marked *.*

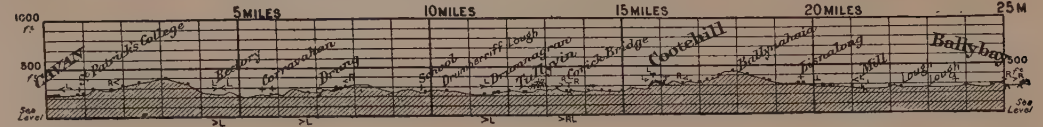
Route 74. Castlereagh to Ballaghaderreen.



Route 75. Cavan to Bailieborough.



Route 76. Cavan to Cootehill and Ballybay.



77 CAVAN TO GRANARD.

Description.—Class I. A fine broad road, partly steam-rolled to Crossdoney, then a finely engineered road taking the hills in easy slopes, surface quite above the average, and with only a few bumpy sections to Granard. There is a shorter road by Bellananagh, but it is very hilly and has bumpy surface.

Measurements.— Cavan.**

		5⅝ Crossdoney.*
12	6⅝	Drumhawnagh Station.
19¾	14¼	7¾ Granard.*

Notes.—Well wooded country to Crossdoney, passing Farnham House, Kilmore Castle (Bishop's), and Cathedral. Splendid view from the Moat of Granard.

78 CLIFDEN TO CASHEL BAY.

Description.—Class III. The road is bumpy for 2m. then becomes an undulating road, with tolerably good surface across the flat lough-besprinkled land to Toombeola Bridge. After Cashel Bay excellent surface to Recess.

Measurements.

Clifden.**

9¼		Toombeola Bridge—for Roundstone; see Route 281.
13½	4¼	Cashel Bay Hotel.**
18½	9¼	5 Recess Station. (Hotel,** 1¼m. further.)

Notes.—Toombeola: Abbey. Cashel Bay; fine scenery.

79 CLONMEL TO FERMOY.

Description.—Class II. A flat bumpy road (with F.P.) to Knocklofty Bridge, then after a bad hill (1 in 11), it is hilly to Ardfinnan (1 in 17); thence it is a splendid smooth road to Ballyporeen, when it becomes bumpy again, and on the hills (mostly 1 in 14), has very indifferent surface. As a route to Cork this road in wet weather is drier, firmer, and less muddy than the road by Mitchelstown.

Measurements. (*English Milestones in Co. Cork*).

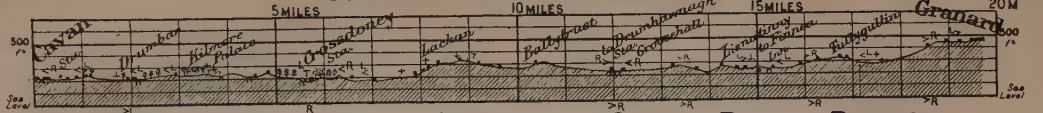
Clonmel.**

8¾		Ardfinnan.*
14⅝	5⅞	Clogheen.*
19⅛	10¼	4⅜ Ballyporeen.*
29¼	20⅜	14⅛ 10⅛ Kilworth.**
32⅝	23¾	17⅞ 13½ 3⅜ Fermoy,** Queen's Square.

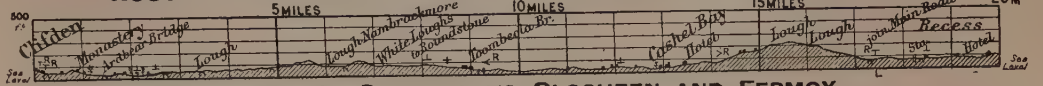
Notes.—The road commands fine views of the Knockmeal-down Mountains. The land near Kilworth all belongs to the War Office, and is extensively used for manœuvres. There are fine castle ruins at Ardfinnan (1184). Kilworth: Moore Park, Cloghlea Castle Ruin, Ballyhindon Castle. Fermoy: Court House, College, Schools, Barracks. Fine views from the heights above the town.

*Hotels or Inns at places marked.**

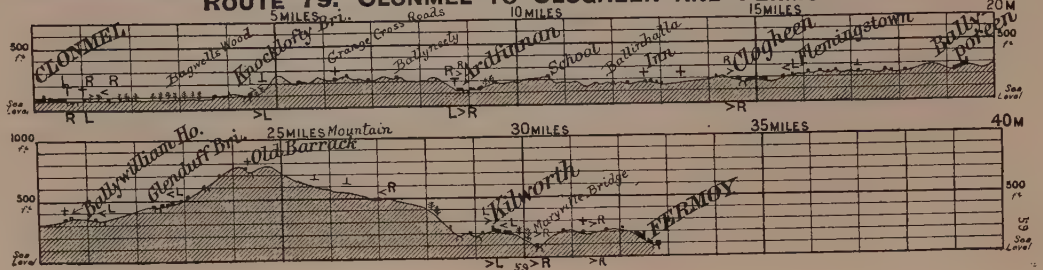
ROUTE 77. CAVAN TO GRANARD.



ROUTE 78. CLIFDEN TO CASHEL BAY.—CASHEL BAY TO RECESS.



ROUTE 79. CLONMEL TO CLOGHEEN AND FERMOY.



80 Clonmel to Cashel and Birr.

Description.—Class II. The direct road ascends steeply—dangerous (1 in 11).—then has a fine almost entirely steam rolled surface to Cashel, and gradients seldom exceed 1 in 17 on the hills. To avoid the bad hill out of Clonmel, many follow Route 83 for 4m., where R. by New Inn to Cashel (16m.). After Cashel the road is kept in very good order, and is a flat fast road to Roscrea, where there is a bad hill. Surface far above the average. (Irish Milestones.)

From Roscrea to Birr the road is a rather undulating highway of bumpy surface for 2m.; thereafter better surface to Sharavogue Cross Roads, after which bumpy surface with F.P. to Birr. In reverse, observe to turn L. at 52¾m.

Gradients.—At 1¼m. 1 in 11†; 3m. 1 in 14; 4m. 1 in 16; 5¼m. 1 in 17; 10¾m. 1 in 17; 47 and 47½m. 1 in 12.†

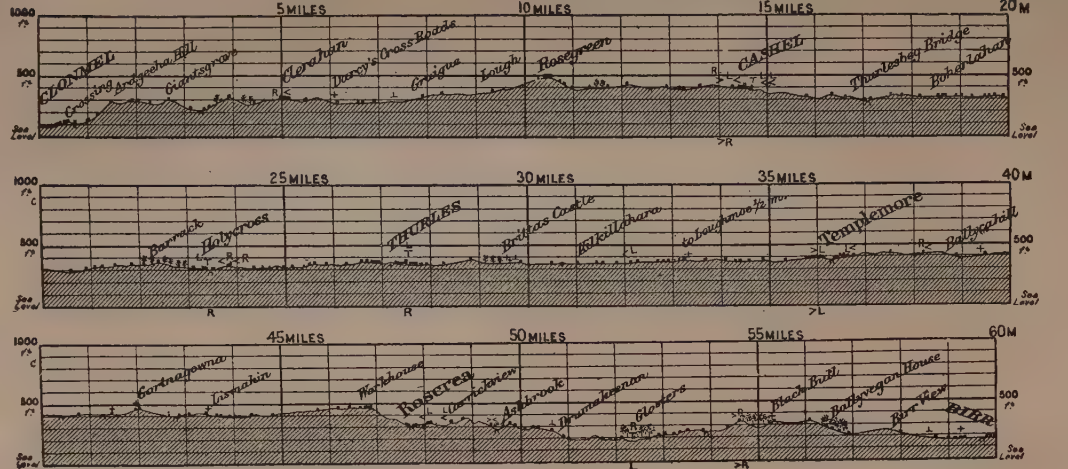
Measurements.

Clonmel.**							
5	Ballyclerahan.*						
10½	5½	Rosegreen.					
14⅜	9⅜	4⅛	Cashel.**				
23⅜	18⅜	12⅞	8⅜	Holycross.			
27½	22½	17	12⅜	4⅛	Thurles.**		
36½	31½	26	21⅜	13½	9¼	Templemore.*	
47⅜	42⅞	37⅜	33⅛	24½	20⅜	11⅜	Roscrea.**
53⅛	48⅛	42⅝	38⅜	29⅜	25⅝	16⅝	5¼ Black Bull.*
57⅞	52⅞	47⅜	43⅛	34½	30⅜	21⅜	10 4¾ Birr.**

Notes.—An uninteresting open road. Cashel: Rock, Round Tower; Ruins of Chapel (1136), Cathedral, Castle, Monastery. Holycross: the beautiful Ruin of the Abbey (1182) is picturesquely situated on the river bank. Thurles: Castle, Abbey Ruin. Templemore: Castle, Devil's Bit Mountain. Roscrea: Castles and Round Tower Ruins. Rathmore House in ruins. Birr: Castle, Rosse's Telescope, Cumberland Monument (1747).

Hotels and Inns at places marked. Dangerous Hills†.*

Route 80. Clonmel to Cashel, Thurles, Roscrea, and Birr.



81 CLONMEL TO FETHARD, &c.

Description.—Class II. A fine smooth steam-rolled road to Fethard, and of excellent surface on to Cashel. Gradients at 16½ and 17¼m. 1 in 19, 17m. 1 in. 16.

Measurements.

Clonmel.**		
9½		Fethard.*
19⅛	10	Cashel.**

Notes.—8m. Grove House, finely wooded. Fethard: Walls, Towers, Church, destroyed by Cromwell 1650. 15m. Kilconnel Castle Ruin. CASHEL: as Route 80.

82 CLONMEL TO DUNGARVAN.

Description.—Class II. An easy but very bumpy road to Ballymacarbry, with a 1 in 17 hill in each direction, then fine smooth surface up the long rise (mostly 1 in 17 but with bits 1 in 12) till within 4m. of Dungarvan, when *very* bumpy (but F.P.) into Dungarvan. Gradients at 6m. and 8¾m. 1 in 17, at 20¼m. parts 1 in 22.

Measurements.

Clonmel.**			
4¾			Kilmanahan.
10½	5¾		Ballymacarbry Inn.
13	8¼	2½	Halfway House Inn.
25½	20¾	15	12½ Dungarvan.**

Notes.—10m. Glenahiry Lodge. The road is quite open, on the summit of high land, for 8m. Dungarvan: Castle destroyed by Cromwell (1649), Abbey, &c.

83 CLONMEL TO TIPPERARY.

Description.—Class I. An undulating road of easy gradients, mostly steam-rolled to Caher, then fairly good to Bansha, after which smooth to Tipperary. At 4m. a road to Cashel (16m.) by Newinn turns off to R.

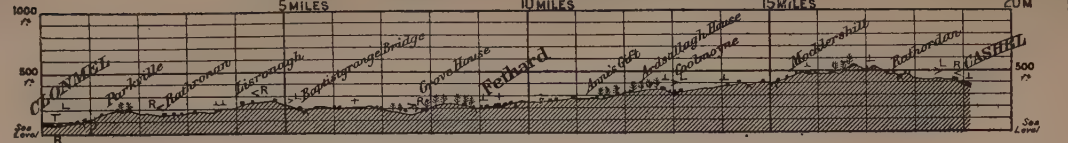
Measurements.

Clonmel.**		
10½		Cahir.**
18¾	8½	Bansha.
24⅛	13⅜	5⅝ Tipperary.**

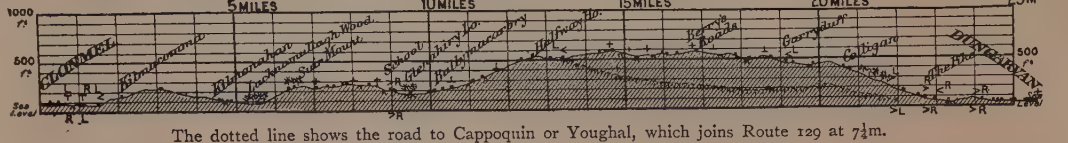
Notes.—6m. Woodrooff House. Cahir: Castle. Bansha: Castle, Vale of Aherlow.

Hotels or Inns at places marked *.

Route 81. Clonmel to Fethard and Cashel.

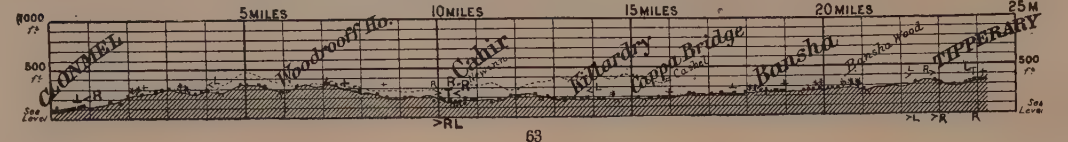


Route 82. Clonmel to Dungarvan.



The dotted line shows the road to Cappoquin or Youghal, which joins Route 129 at 7¼m.

Route 83. Clonmel to Cahir and Tipperary.



84 COLERAINE TO COOKSTOWN.

Description.—Class II. There are two routes to Maghera; the one by Garvagh, the other by Kilrea.

The direct and ordinary route to Cookstown is by Garvagh and Maghera, a well engineered undulating road with few hills of any consequence, and fairly good surface. The gradient at 1m. is 1 in 17, at 17 and 18m. 1 in 25, and 1 in 17 at Maghera, but thereafter the road is quite easy and good going.

A more popular and prettier route is by Kilrea, as this road follows the Banks of the Bann for 5m. This is rather a narrower road than by Garvagh, but the surface is excellent, and partly rolled, though it is continually undulating. From Maghera to Cookstown there are no gradients of any consequence, although it is up and down.

Measurements.

Coleraine,** Clock.
7⅝ Agivey.
14⅝ 7 Kilrea.*
23⅝ 16 9 Maghera.*
26⅜ 18¾ 11¾ 2¾ Tobermore.*
29⅝ 22 15 6 3¼ Desertmartin.*
35 27⅜ 20⅜ 11⅜ 8⅝ 5⅜ Moneymore.*
39¾ 32½ 25⅛ 16⅜ 13⅜ 10⅛ 4¾ Cookstown,** Hotel.

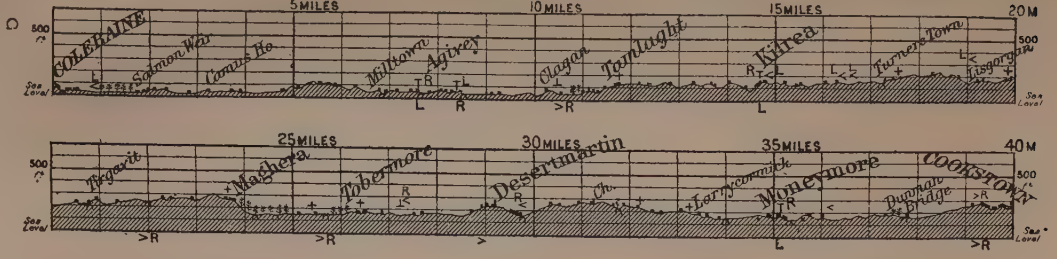
Measurements, by Garvagh.

Coleraine,** Clock.
7¾ Two Bridges.*
11⅛ 3⅜ Garvagh.**
16⅝ 8⅞ 5½ Swatragh.*
21¼ 13½ 10⅛ 4⅝ Maghera.*
27¼ 19½ 16⅛ 10⅝ 6 Desertmartin.*
32⅝ 24⅝ 21½ 16 11⅜ 5⅜ Moneymore.*
37⅜ 29⅝ 26¼ 20¾ 16½ 10⅛ 4¾ Cookstown.**

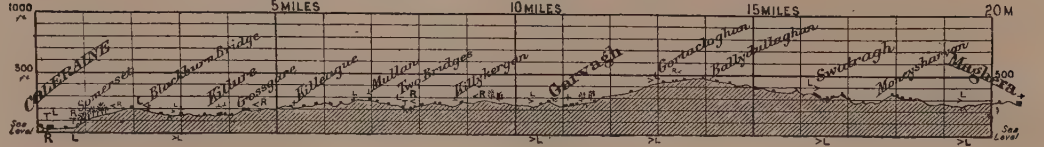
Notes.—1½m. Salmon weir and Inn. Garvagh: Garvagh House. Desertmartin: Slieve Gallion Hills. Cookstown: Kiltymoon Castle. The road presents few features of any consequence, but between Desertmartin and Moneymore the fine outline of Slieve Gallion is prominent to the west. Maghera: Old Church.

*Hotels or Inns at places marked.**

Route 84. Coleraine to Maghera and Cookstown via. Kilrea.



Coleraine to Maghera (direct) for Cookstown.



85 COLERAINE TO GIANT'S CAUSEWAY.

Description.—Class II. A well made and well graded road (max. 1 in 18) of excellent surface to Bushmills, then undulating and rather bumpy, with car traffic to Giant's Causeway Hotel. The more popular route is to follow the coast by Portrush, passing the White Rocks, Dunluce Castle, etc.

Measurements.—Coleraine,** Clock.

8¼		Bushmills.*
10¼	2	Causeway Hotel.**

Notes.—Giant's Causeway: Cliffs, etc.

86 COLERAINE TO PORT STEWART, &c.

Description.—Class III. An excellent though slightly hilly road, stiff at one or two points. Steam Tramway for ½m. at Port Stewart.

Measurements.—Coleraine,** Clock.

4½		Port Stewart,** Terminus.
8⅝	3¾	Portrush,** P.O.

Notes.—A favourite route between Portrush and Port Stewart.

87 COLERAINE TO LIMAVADY.

Description.—Class II. A well graded but rather bumpy road to Macosquin. Thereafter there is almost no traffic, and the road passes through uninhabited country, up a long gradient more or less 1 in 17. Surface fair, but apt to be grass-grown till close to Limavady, when the road becomes bumpy. The descent to Limavady is 1 in 13 at 10½m. The old road, shown dotted, is a little further to the north, and although it has better surface for the most part, the bad gradients of 1 in 9, etc., make it a very trying road.

Measurements.—Coleraine,** Clock.

3¼		Macosquin.
15¼	12	Limavady.**

88 COOKSTOWN TO MAGHERAFELT.

Description.—Class II. A well made and easy road of fairly good surface, but not very well kept, to Castle Dawson, where the road becomes bumpy. After Hillhead 13¼m.—where the road to Belfast is joined—there are short steep undulations to Bellaghy.

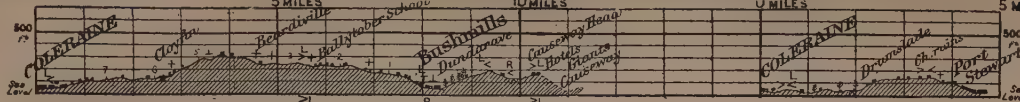
Measurements.—Cookstown.**

14⅝			Moneymore.*
10	5¼		Magherafelt.*
12¾	8	2¾	Castle Dawson (R. 213),
15½	10¾	5½	2¾ Bellaghy.*

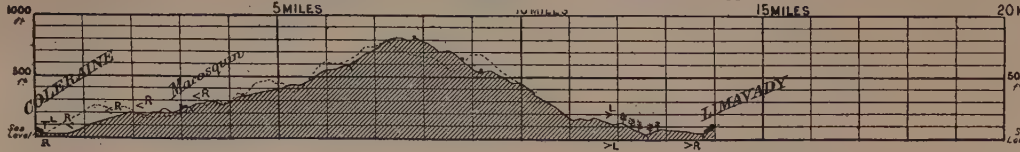
Notes.—An uninteresting road.

*Hotels or Inns at places marked.**

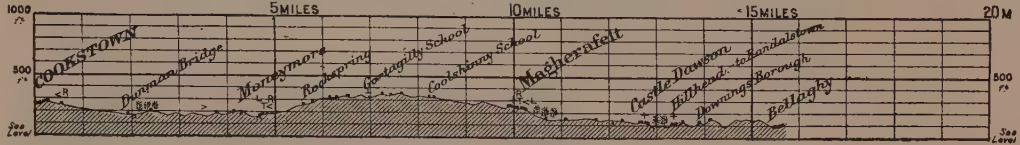
Route 85. Coleraine to Giants Causeway. 86. Coleraine to Portstewart.



Route 87. Coleraine to Limavady.



Route 88. Cookstown to Magherafelt and Bellaghy.



For Belfast Turn R. at 13¼m. joining Route 213.

89 CORK TO BANDON, &c.

Description.—Class I. The road is very bumpy for the first 2m. (F.P. for 4m.); after that the surface is better, though by no means good, over the finely engineered road to Bandon. Gradients at 7¾m. 1 in 22; 8½m. 1 in 18; 14m. 1 in 23.

From Bandon to Clonakilty it is a well-kept and level road of very fair surface with a 1 in 21 descent to Clonakilty.

From Clonakilty to Skibbereen is a fine broad road, surface on the whole rather good but with pitches of 1 in 14 at 34½, 39½, and 40m. The direct road to Glandore—shown dotted—is up gradients of 1 in 10 and 1 in 8, surface fair. It is quicker to go round by Leap and follow the level road.

Measurements.

Cork,** St Patrick's Bridge.									
9¾	Halfway House.*								
15	5¼	Innishannon.*							
19½	9¾	4½	Bandon.**						
28¼	18½	13¼	8¾	Ballinascarty.*					
32½	22⅞	17½	13	4¼	Clonakilty.**				
40¾	31	25¾	21½	12½	8½	Roscarberry.			
(45	35½	30	25½	16¾	12½	4½	Glandore.**)		
46½	36¾	31½	27	18¼	14	5¾	2½	Leap.*	
52⅝	42⅞	37⅝	33⅛	24⅜	20⅛	11⅞	8⅜	6⅛	Skibbereen.*
60½	50⅜	45½	41	32¼	28	19⅜	16¼	14	7⅜ Baltimore.*

Notes.—A very pretty road beside the Bandon River between Innishannon and Bandon. Bandon: Castle, Castle Bernard (Dunmore). Roscarberry: Cathedral. Baltimore: occupied by Spaniards 1602, sacked by Algerines (1613), Sherkin Island Abbey. A diversion should be made at Leap, to Glandore and Union Hall, which are prettily situated on an arm of the sea.

90 CORK TO KINSALE.

Description.—Class II. A fair road over the long 1 in 21 ascent and descent to 5 Mile Bridge, then exceptionally good surface, with several bad patches, to Belgooly, then steep (1 in 17) to Kinsale.

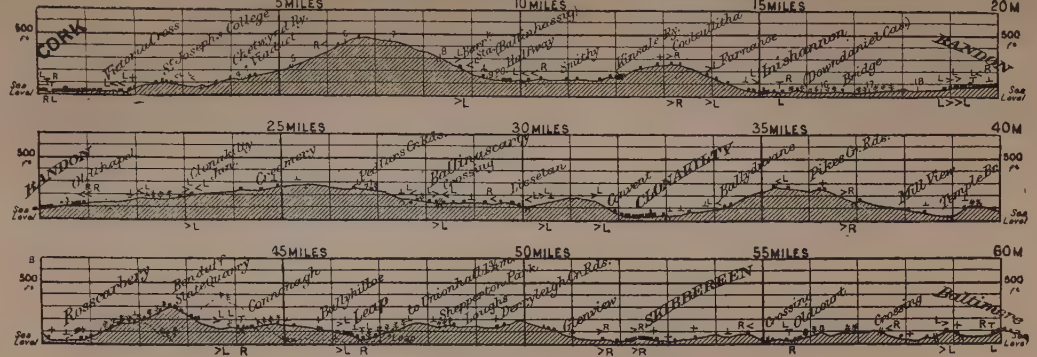
Measurements.

Cork,** St. Patrick's Bridge.			
7⅜	Five-Mile Bridge.*		
10⅝	3¼	Riverstick.	
13½	6⅛	2⅝	Belgooly.
17½	10½	6⅝	4 Kinsale.*

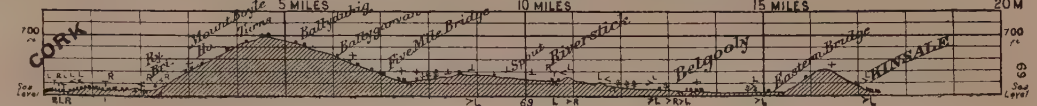
Notes.—KINSALE is finely situated on the steep slopes of the hills overlooking a winding estuary. In 1601 it was occupied by Spaniards, and has had three subsequent battles. Charles Fort, Ringrove Castle Ruin.

Hotels or Inns at places marked *.

ROUTE 89. CORK TO BANDON AND SKIBBEREEN, ETC.



ROUTE 90. CORK TO KINSALE.



91 CORK TO KILLARNEY.

Description.—Class II. The direct and best road to Macroom is by Ballincollig (Route 93), but this is the more picturesque. Bumpy level road (F.P.) to Leemount Bridge, then an excellent road ascending to Dripsey. The next part to Coachford is hilly, and after that the road deteriorates and has some stiff hills (17¼m. 1 in 14, 19½m. 1 in 16) to Macroom (1 in 12).

After Macroom and for the next 10m. the surface is most inferior and badly kept (grade at 30m. 1 in 18-14) to Ballyvourney (F.P. from Ballymakeery), then the surface is better on the long steep climb (36m. 1 in 17, 36¾m. 1 in 13) to summit, after which it is a very fair road (40¼m. 1 in 21, 42m. 1 in 14) to Poulgorm Bridge. Thence undulating to Killarney (F.P. last 2m.), but with several short hills (52 and 52½m. 1 in 13).

Measurements.

Cork,** St. Patrick's Bridge.							
6⅞	Iniscarra Bridge, Inn.						
13⅜	6½	Dripsey.*					
15⅝	8¾	2¼	Coachford.**				
19¼	12⅜	5⅞	3⅝	Carrigadrohid.			
24⅛	17½	10⅜	8½	4⅞	Macroom.*		
33	26¼	19⅝	17⅜	13¾	8⅞	Ballymakeery.*	
34⅜	27½	21	18¾	15¼	10¼	1⅜	Ballyvourney.*
44⅜	37½	31	28⅜	25½	20¼	11⅜	10 Garries Bridge.*
53¾	46⅜	40⅜	38½	34½	29⅜	20¾	19⅜ 9⅜ Killarney.**

Notes.—Although the scenery at first is in no way striking there are many very picturesque parts, as the road winds along the valley, as far as Macroom, then it becomes uninteresting till the Kerry Mountains come into view. After Curraglass it becomes uninteresting again. There is a fine old Castle at Macroom, as well as the ruins of several old Castles at Inch and Carrigadrohid.

To see the scenery of Kerry, if not returning to Cork, it is better for the tourist to go by Route 94 to Glengarriff, and reach Killarney by Kenmare.

92 CORK TO BLARNEY, &c.

Description.—Class II. Follow car lines from the Bridge for 1m., then sharp L. and R. over bridge, bumpy surface, an easy road (F.P.) to Blarney. Thereafter better surface to Tower, after which inferior, and a steep descent (1 in 13) to 8½m; thereafter fine surface to Iniscarra.

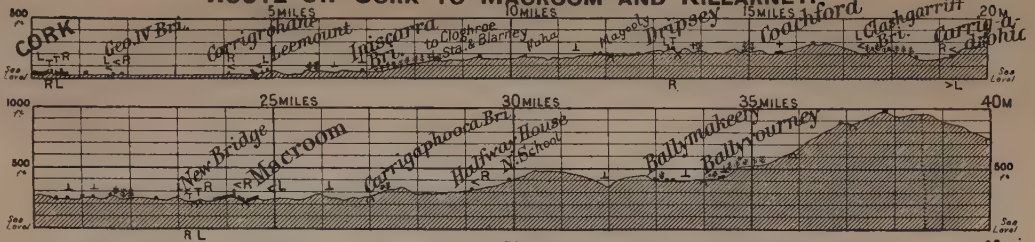
Measurements.—Cork,** St. Patrick's Bridge.

5⅝		Blarney.*
7	1⅜	St Ann's Hydropathic.**
15⅛	9½	8⅛ Dripsey*. (Route 91.)

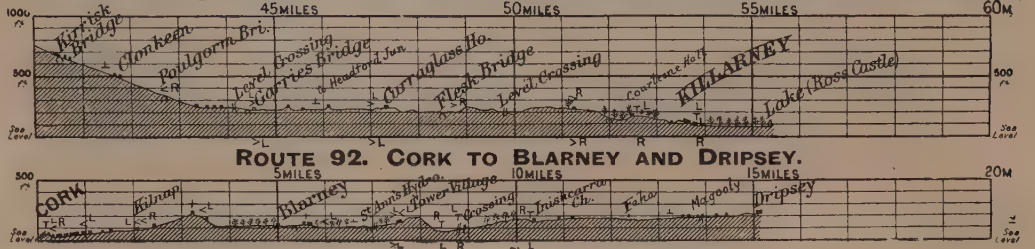
Notes.—This road passes close to "Blarney" Castle, famous for the Blarney Stone.

Hotels or Inns at places marked *.

ROUTE 91. CORK TO MACROOM AND KILLARNEY.



ROUTE 92. CORK TO BLARNEY AND DRIPSEY.



93 CORK TO MACROOM.

Description.—Class I. Exceedingly bumpy to Carrigrohane, but path alongside railway for part. After Ballincollig the surface gets better, and becomes fine and smooth after the fork. F.P. to Ballincollig. This, after the first 3m., is the best road out of Cork. Scenery indifferent.

Measurements.—Cork,** St. Patrick's Bridge.

	5½	Ballincollig.*
15	9½	Farnanes Cross.*
24¼	18⅝	9¼ Macroom.*

Notes.—Ballincollig; Castle, Carrigrohane Castle. 10½m. To Kilcrea Friary Ruins. Macroom; Castle.

94 CORK TO GLENGARRIFF.

Description.—Class II. The tourist from Cork does not require to enter Macroom, as this route is joined at 24¾m. on Route 91, and 23½m. on Route 93. This is a fair undulating road—rather narrow and a little cut up with coaching to Inchigeelagh. The road continues of excellent surface until the long steep 1 in 23-18-21 ascent of the Pass of Keamaneigh, which is narrow and rough, but at the foot the road again improves and is excellent, though very up and down after Ballylicky Bridge, and ending with a bad 1 in 13 descent to Glengarriff. The direct road from Macroom to Toon Bridge —shown dotted—is very steep.

Measurements.

Cork,** St. Patrick's Bridge.				
24½	Macroom.*			
33	10⅝	Inchigeelagh.**		
38⅝	16⅛	5¾	Bealanageary.*	
53	30⅝	20	14¼	Ballylicky Bridge.
(56½	33⅝	23½	17¾	3½ Bantry.** Route 165.)
60⅞	38⅛	27⅜	22⅛	7⅛ Glengarriff,** P.O.

Notes.—The scenery on this route is very pretty, as it runs close to the lake beyond Inchigeelagh, and the Pass of Keimaneigh is unusually rocky and narrow. There are also many fine views of Bantry Bay, and in Glengarriff Harbour. 18¼m. to Gouganabarra Lough, finely situated among the monntains. Pass of Keimaneigh; (Captain "Rock" 1822). 27m. Carriganass Castle Ruin.

95 CORK TO CROSSHAVEN.

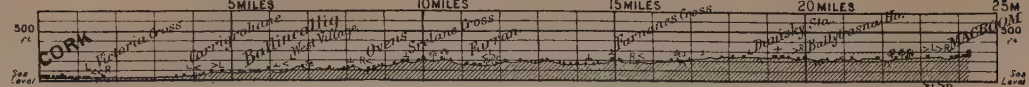
Description.—Class II. The favourite short run from Cork. Very fair surface up the long incline (mostly 1 in 21) and similar descent, then a good road.

Measurements.—Cork,** St. Patrick's Bridge.

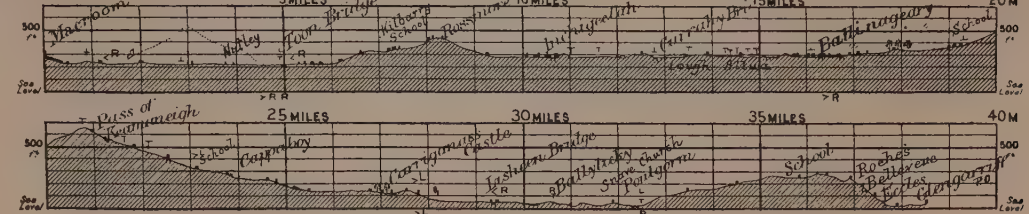
	7¾	Carrigaline.*
12¼	4½	Crosshaven,* Pier.

Hotels or Inns at places marked *.

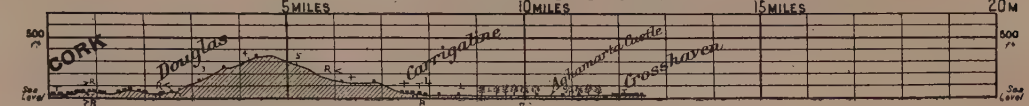
ROUTE 93. CORK TO MACROOM, BY BALLINCOLLIG.



ROUTE 94. CORK TO GLENGARRIFF. *Cork to Macroom, as above.*



ROUTE 95. CORK TO CROSSHAVEN.



96 CORK TO YOUGHAL, &c.

Description.—Class I. The Dublin road, by Waterford. An almost level road, rather bumpy, but improving after New Glanmire, and with F.P. almost the whole way. This is one of the easiest routes to Dublin, but until County Waterford is reached, the surface is not inviting. (English Milestones.) The continuation to Ardmore is fair. 2m. is saved in distance, if the ferry at Youghal is used.

Measurements.

Cork,** St. Patrick's Bridge.
9¼ Carrigtwohill.*
13⅜ 3⅞ Midleton * (Route 233-234).
19 9¾ 5¾ Castlemartyr.*
22⅞ 13⅛ 9¼ 3⅝ Killeagh.*
29½ 20¼ 16⅝ 10½ 7½ Youghal,** Devonshire Arms Hotel.
38¼ 29 25⅛ 19½ 15⅞ 8⅜ Ardmore.*

Notes.—The railway lies between the road and the shore. 3m. Blackrock Castle, opposite. Castlemartyr; Castle Ruins. YOUGHAL: Clock, Gate, Raleigh's House. Ardmore is splendidly situated on the shore.

97 CORK TO QUEENSTOWN.

Description.—Class II. A bumpy road. After Slatty Bridge, fair surface and an easy road to near Carrigaloe, where there is a sharp double turn below Railway on steep slope, then easy to Queenstown. F.P. all except 1m. The cycle cinder path on left side of road is now mostly broken up.

Measurements.—Cork,** St. Patrick's Bridge.
(— Carrigtwohill.*)
12¼ 4⅜ Carrigaloe Station.
15 7½ 2⅜ Queenstown.**

Notes.—QUEENSTOWN: Magnificent Cathedral, Forts. Haulbowline Island and Spike Island fortified.

98 CORK TO MALLOW.

Description.—Class I. The Limerick Road. The surface is very bumpy for the first 2m., after which the road is well made and has fair surface. (English Milestones.)

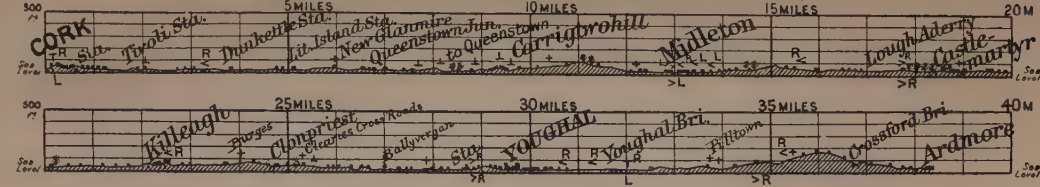
Measurements.

Cork,** St. Patrick's Bridge.
11¼ Halfway House (Rathduff Station).
14½ 3 Blackpool.
16¾ 5½ 2¾ Mourne Abbey.
21⅝ 10⅜ 7⅝ 4⅞ Mallow,** Clock.
62⅓ 50⅞ 47⅞ 45⅝ 40½ Limerick.** (Route 209.)

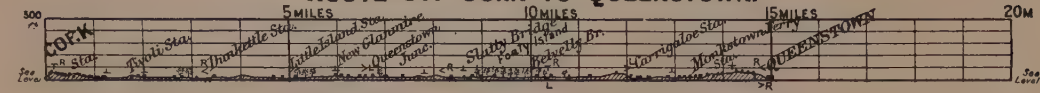
Notes.—The route presents few points of interest. 16¾m. Mourne Abbey remains. Mallow: Spa and Castle.

Hotels or Inns at places marked *.

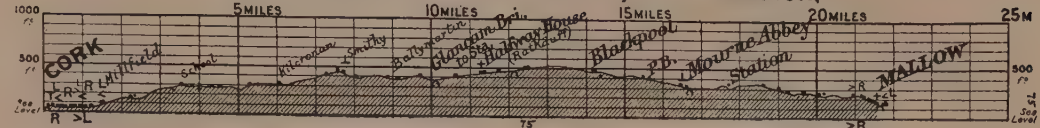
ROUTE 96. CORK TO MIDLETON AND YOUGHAL, ETC.



ROUTE 97. CORK TO QUEENSTOWN.



ROUTE 98. CORK TO MALLOW, FOR LIMERICK,



99 CORK TO CASHEL.

Description.—Class I. The road is rather bumpy (with F.P.) as far as Sallybrook; thereafter the surface is better on the long hill to Watergrasshill, after which it is very fair to Rathcormack, when it again becomes bumpy (with F.P.) to Fermoy. The road continues bumpy, though well engineered, over the hill to Mitchelstown, after which it is bumpy for 6m.; after 38m. the surface is above the average to Cahir, and steam-rolled most of the way to Cashel. (English Milestones in Co. Cork.)

Gradients.—At 6¼m., 1 in 14; 7m. 1 in 17; 11¼m. 1 in 17; 12½m. 1 in 21-24; 14m. 1 in 14-17; 14½m. 1 in 24; 16½m. 1 in 25; 23m. and 24½m. 1 in 15; 30¼m. 1 in 18; 32¾m. 1 in 17.

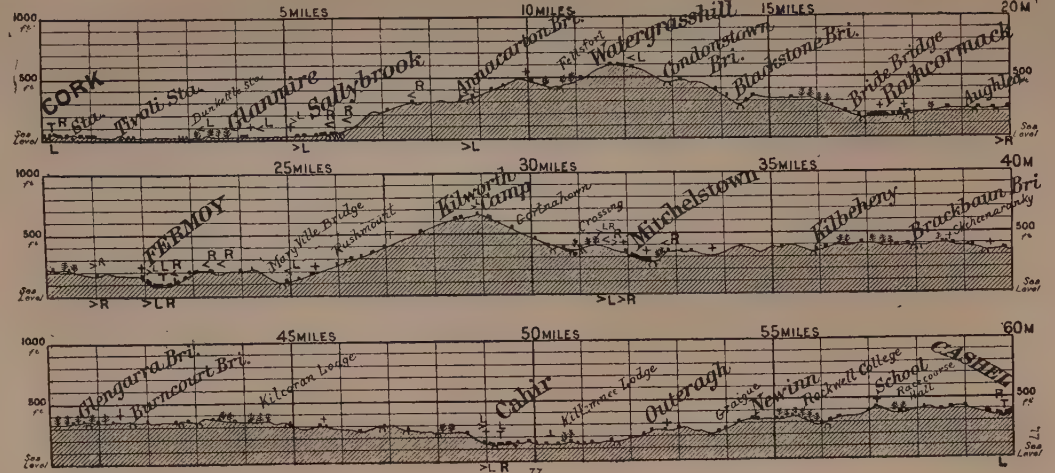
Measurements.

Cork,** St. Patrick's Bridge.
12 Watergrasshill.*
17⅞ 5⅞ Rathcormack.*
22⅜ 10⅜ 4⅝ Fermoy,** Clock.
32½ 20½ 14½ 9⅜ Mitchelstown.**
49¼ 37¼ 31½ 26⅞ 17 Cahir.**
60 48 42¼ 37⅝ 27⅞ 10⅜ Cashel,** Fountain.
105½ 93½ 87¾ 83⅛ 73¼ 56¼ 45½ Maryboro'.** (R. 230.)
156⅜ 144⅞ 139⅛ 134½ 124⅝ 107⅝ 96⅜ 51⅝ Dublin.** (R. 113.)

Notes.—3m. Black Rock Castle, opposite. Pretty wooded road to Glanmire; Mills there and at Sallybrook, otherwise featureless. Fermoy: Court House, College, Schools, Barracks. Fine views from the heights above Fermoy. Kilworth Mountain: Military Camp, Caherdrinny Castle Ruins. Mitchelstown: Castle (1823) and Demesne, Crosses (Riots), Brigowne Round Tower and Church. 39m. Caves. 41m. Burncourt Castle, destroyed by Cromwell. Cahir: Castle, Park, Barracks. Cashel: Rock, Round Tower, Ruins of Chapel (1136), Cathedral, Castle, Monastery.

Hotels or Inns at places marked *.

Route 99. Cork to Fermoy and Cashel.



100 CROSSMOLINA TO FOXFORD.

Description.—Class III. A well kept, broad, smooth, and easy road, one of the best roads in Co. Mayo. There are a few hills near Nephin, and a 1 in 12 ascent and descent at Pontoon Hotel.

Measurements.

Crossmolina.**
5½ Nephin * (Lahardaun).
12⅛ 6⅝ Pontoon Hotel.** (Route 24.)
17 11½ 4¾ Foxford.*
25⅛ 19⅜ 13 8½ Swinford.* (Route 221.)

Notes.—Views of Lough Conn. Two Hotels on Lough Conn.

101 DONEGAL TO BUNDORAN.

Description.—Class II. Notwithstanding the heavy traffic this is one of the superior roads in the county. There is a very stiff hill at 6½m. (1 in 14), and another in Ballyshannon (1 in 13). From Ballyshannon to Bundoran the road is hilly, but with equally good surface. (Irish Milestones.)

Measurements.—Donegal.**
7½ Ballintra.*
14½ 6⅞ Ballyshannon,** Clock.
18½ 11 4½ Bundoran,** Bridge.*

Notes.—At ½m., Abbey ; 1½m. Magherabeg Abbey. Agricultural country. Bundoran is a favourite summer resort.

102 DONEGAL TO GLENTIES.

Description.—Class II. As Route 102 for 6m.; thence it is a badly kept road—very bumpy—for 5m. (1 in 19-15-19-12), after which it is a superior road, taking the hills with a long steady gradient (except 16½m. 1 in 14), to Glenties.

Measurements.—Donegal.**
3⅞ Mount Charles.*
19 15½ Glenties.**

Notes.—Some views are obtained of Donegal Bay.

103 DONEGAL TO KILLYBEGS.

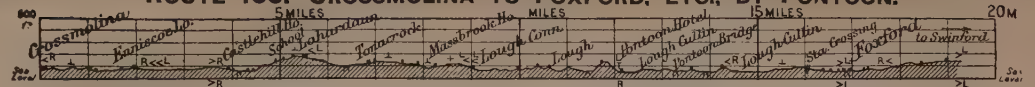
Description.—Class II. The surface is poor near Donegal, but it gradually improves, and near Dunkineely is in excellent condition until nearing Killybegs, when it becomes bumpy. The gradients are rather stiff; 3½m. 1 in 14 ; 5m. 1 in 15 ; 5¾m. 1 in 11 ; 11¼m. 1 in 15.

Measurements.—Donegal.**
3⅞ Mountcharles.*
11½ 7⅝ Dunkineely.*
17½ 13⅝ 6 Killybegs.**

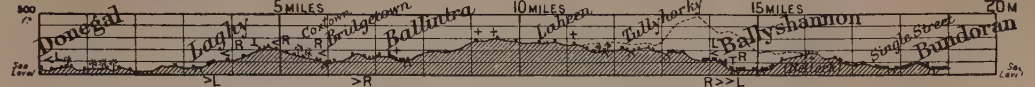
Notes.—The hills above Bundoran and the whole inlet formation of Donegal Bay are constantly in view.

*Hotels or Inns at places marked *.*

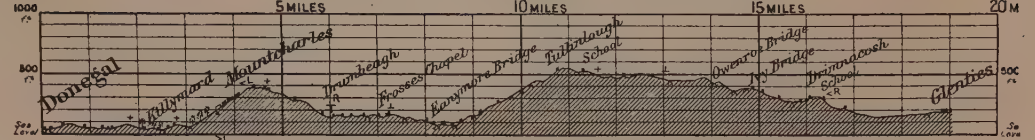
ROUTE 100. CROSSMOLINA TO FOXFORD, ETC., BY PONTOON.



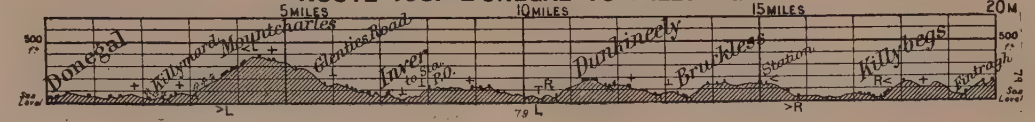
ROUTE 101. DONEGAL TO BALLYSHANNON AND BUNDORAN.



ROUTE 102. DONEGAL TO GLENTIES.



ROUTE 103. DONEGAL TO KILLYBEGS.



104 Downpatrick to Ardglass, &c.

Description.—Class II. To Ardglass** 7⅛m. After the stiff hill (mostly 1 in 22) out of the town, it is an indifferently good road to Ardglass.

To Killough* 6¾m. A fairly good road all the way.

Notes.—Ardglass; Castle Ruins.

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105 Drogheda to Monaghan.

Description.—Class I. A fine, broad, well engineered road with very fair surface to Ardee, thence the road is a trifle bumpy, but good going, to Carrickmacross, when it is very bumpy for 2m.; thereafter the surface improves and is almost fast and smooth till within 2m. of Castleblayney, where it becomes bumpy. There is a sharp 1 in 14 grade in Collon, a bad S turn at 29½m., and a narrow bridge at 30½m. From Castleblayney to Monaghan, on account of the absence of traffic, the surface is rather good, and the road is finely engineered, taking the hills in long curves. There is a longer route by Clontibret, mostly steam rolled, with a stiff 1 in 17 hill in that hamlet.

The direct main road from Dublin to Monaghan is by Slane, Drumcondra, Carrickmacross, and Ballybay, and some prefer that route after Carrickmacross, but taken as a whole this route is better.

Measurements.

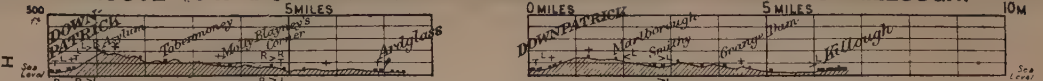
Dublin,** G.P.O. (Route 119).						
†29½	‡30⅜	Drogheda.**				
36¾	38	7⅛	Collon* (Route 120).			
43½	44¾	14⅜	6¾	Ardee.**		
55½	56½	26½	18½	11¾	Carrickmacross.**	
67½	68⅝	38	30⅝	23⅜	11⅞	Castleblayney,**
81⅛	82⅞	52⅝	44¾	38	26½	14½ Monaghan.**

† By Route 119. ‡ By Route 121.

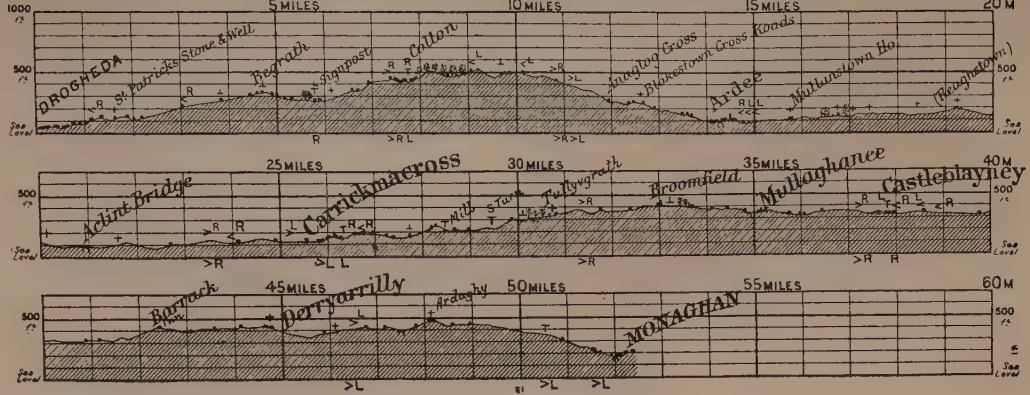
Notes.—Agricultural country for the most part, but long stretches of bog-land. 4½m. Mellifont Abbey (1142) to west. 5¾m. Monasterboice Round Tower, 1½m. to East. Collon: Oriel Temple. Ardee: Two Castles, Castle Guard Mound. Carrickmacross: Lough Fea House, Castle Ruins. Castleblayney: Blayney Castle. Thence an uninteresting road to Monaghan. Monaghan: Cathedral, School.

Hotels or Inns at places marked *.

Route 104. Downpatrick to Ardglass—Downpatrick to Killough.



Route 105. Drogheda to Carrickmacross, and Monaghan.



106 DROGHEDA TO NAVAN.

Description.—Class II. There are three routes between these towns—the direct road (which is the most hilly) by Slane; a slightly longer route (less hilly) by Donore; and the longest but almost level road by Duleek.

By Slane: this route is the prettiest and most interesting of the three. The surface is rather bumpy and of the usual inferior Meath quality. Gradients at 2½m. 1 in 14; 3½m. 1 in 11; 8¼m. and 9½m. 1 in 17. This road passes at 3m. the Boyne Obelisk (Battle 1690), and to left at 3¼m. are the ancient mounds of Dowth and Newgrange. Slane Castle (Marquis of Conygham) is finely situated, and at 14⅜m. are the remains of an old Round Tower.

Measurements.—Drogheda.**

3		Boyne Obelisk.
8½	5½	Slane.*
16	13	7½ Navan.**

By Donore: the road has no gradients above 1 in 20, but the hills in either direction are fairly long. There is rather pretty scenery alongside the River Boyne between 4½ and 7m.

Measurements.—Drogheda.**

4⅝		Donore.
(10¾	6⅜	*Slane.**)
10⅜	6	3⅛ Beauparc Station.
15⅝	11¼	8⅝ 5½ Navan.**

By Duleek: the road is practically level after the 1 in 15 ascent out of Drogheda. There are practically no points of interest on this line.

Measurements.—Drogheda.**

5⅝		Duleek.*
10¾	5⅛	Kentstown.
17¼	11⅝	6½ Navan.**

107 DUBLIN TO KINGSTOWN AND BRAY.

Description.—Class I. and III. Tram-lines and paving, mostly with macadam sides as far as Dalkey. Thereafter it is a better road and with splendid surface, but with one steep and dangerous hill between Sorrento and Killiney Station; thence easy to Bray. The main street of Kingstown is narrow and requires care, owing to the traffic.

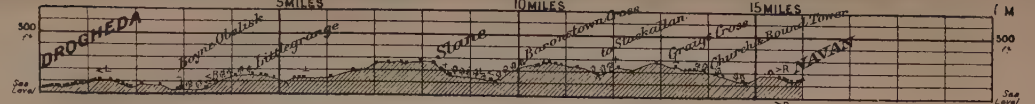
Measurements.

Dublin,** G.P.O.			
5			Blackrock.
7⅛	2⅛		Kingstown.**
9	4	1⅞	Dalkey,** Terminus.
15½	10½	8¼ 6¼	Bray,* Royal Hotel.

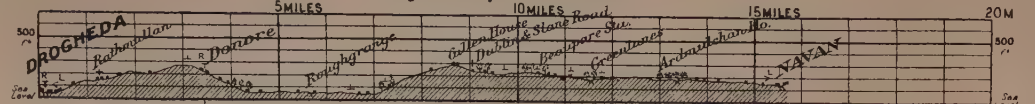
Notes.—Kingstown: Harbour (1816-59). The views of the Wicklow Coast, from the road high up on the cliffs on Killiney Hill, are very fine.

*Hotels or Inns at places marked.**

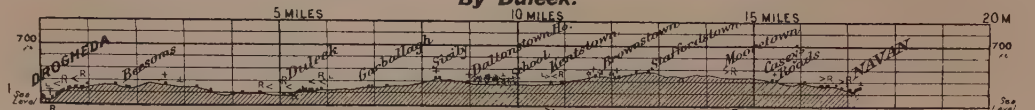
ROUTE 106. DROGHEDA TO NAVAN (3 Routes). By Slane.



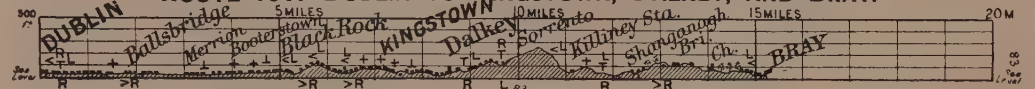
By Beauparc Station.



By Duleek.



ROUTE 107. DUBLIN TO KINGSTOWN, DALKEY, AND BRAY.



108 DUBLIN TO BRAY AND WICKLOW.

Description.—Class I. The best road out of Dublin. The main road by Blackrock is mostly paved; this route by Stillorgan is the same distance, and though a trifle hilly, has splendid steam rolled surface all the way to Bray. Thence good to the Glen of the Downs, after which it is a trifle bumpy, but with occasional stretches of excellent surface. F.P. almost all the way after Bray. Gradients seldom exceed 1 in 21.

The most picturesque route to Bray is by "The Scalp" (Route 109); the one by Killiney (Route 107) commands fine coast views, but the nine miles of paving is a great drawback.

This road, avoiding the main part of Bray, is easier than the road through that town direct to Kilmacanoge, and also has the advantage of passing up a portion of the pretty Valley of the Dargle. The Glen of the Downs is one of those "Gaps" in the mountains peculiar to Ireland, and is best approached in this direction. For Glendalough, turn off at 15¾m. by Route 60, at 28m. by Route 331, at 29⅜m. by Route 330. For Greystones turn L. at 18½m.

Measurements.

Dublin,** G.P.O.				
5⅜	Stillorgan.			
(12¾	7⅜	Bray,** Royal Hotel.)		
15¾	10½	3⅜	Kilmacanoge,* Sugarloaf Hotel.	
21⅝	16⅜	9⅜	5⅜	Greystones.**
21⅞	16½	9⅝	6	Newtownmountkennedy.*
28	22⅝	15¾	12½	6½ Ashford Bridge,* Hotel (Route 131).
29⅝	24½	17⅜	13½	7⅜ 1½ Rathnew, (Route 330).
31½	26⅛	19¼	15⅜	9⅜ 3½ 1⅞ Wicklow,** Grand Hotel.

Notes.—10½m. Shanganagh Castle. Bray: Esplanade, Bray Head, Sugarloaf. 25m. Glen of Dunran. Ashford Bridge: Devil's Glen. WICKLOW: (Danish, English 1170), Castle destroyed and rebuilt 1375, massacre 1641.

109 DUBLIN TO ENNISKERRY AND BRAY.

Description.—Class II. A very picturesque route. The road has excellent surface on the long easy ascent to "The Scalp," and has equally good surface on the descent to Enniskerry. There is a dangerous hill in Enniskerry, but it is short. Thereafter it is fairly level, though rather bumpy to Bray.

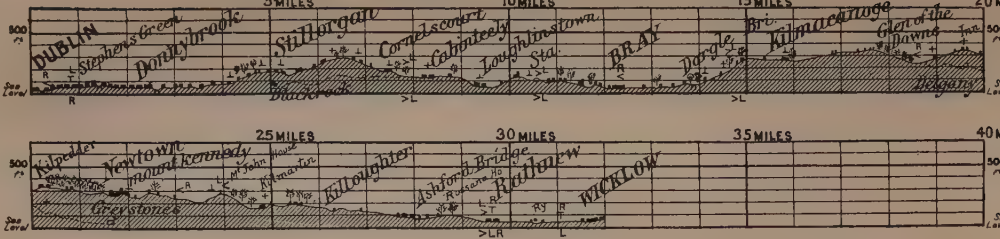
Measurements.

Dublin,** G.P.O.			
4½	Dundrum.		
10½	6	The Scalp.*	
12¾	8¼	2¼	Enniskerry,** Hotel.
16	11½	5½	3¼ Bray,** Royal Hotel.

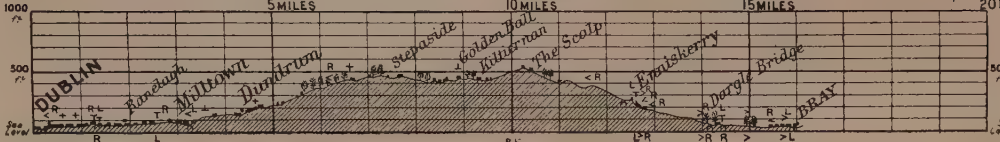
Notes.—"The Scalp," a narrow defile, is a spot well worth visiting. Powerscourt Waterfall is 4m. south of Enniskerry.

Hotels or Inns at places marked *.

Route 108. Dublin to Bray and Wicklow.



Route 109. Dublin to Bray, by The Scalp.



110 DUBLIN TO POULAPHUCA AND CARLOW.

Description.—Class I. One of the favourite roads from Dublin, and on account of the absence of traffic, an excellent and quiet main route for Enniscorthy or New Ross, Route 136. Paving as far as Terenure, whence the steam tram for Poulaphuca runs alongside the road.

From Terenure the road is very bumpy at first, but after Tallaght it quickly improves, and is exceptionally good on the long gentle ascent (1 in 25) to Brittas Inn. At 9m. the gradient is 1 in 22, and at 10½m. 1 in 18. The rest of the road is remarkably easy—practically level—with F.P. to Poulaphuca. At this point the bulk of the traffic ceases, and the road thereafter is very smooth and level, with disused F.P. to Baltinglass.

From Baltinglass to Carlow the road is of a cross-country type, somewhat hilly, with very fair surface, but there are bad hills at 43¾m. 1 in 11, 44½m. 1 in 13, 47m. 1 in 12, 48½m. 1 in 13.

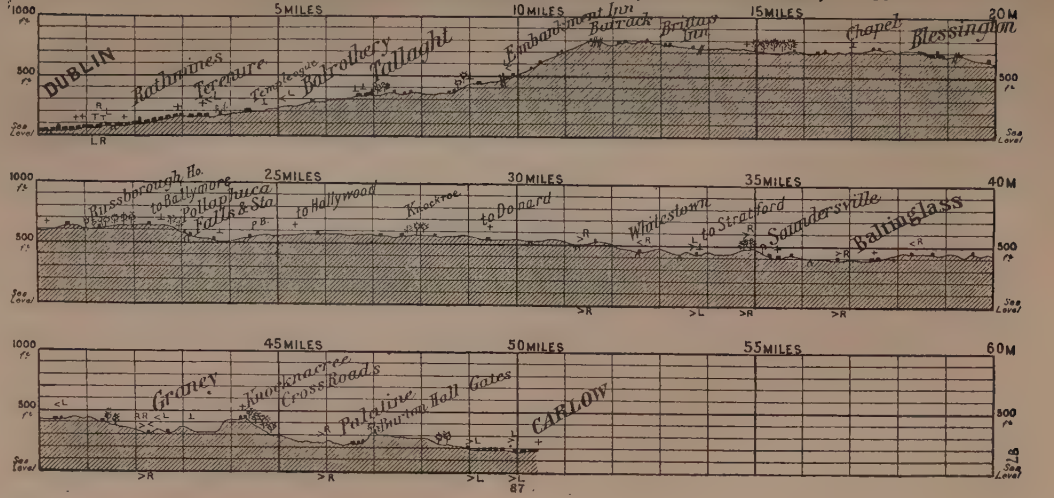
Measurements.

Dublin,** G.P.O.								
6¾	Tallaght.*							
13	6¼	Brittas Inn.*						
18⅝	12	5⅜	Blessington,* Fountain.					
23⅛	16⅝	10⅛	4⅝	Poulaphuca Bridge,* and Hotel.				
25⅝	18⅝	12⅝	6⅝	2¼	Hollywood* Crossroads. Route 246.			
37½	30⅝	24½	18⅝	14⅝	12⅛	Baltinglass.* Route 136.		
44¼	37½	31¼	25½	21⅛	18⅞	6¾	Knocknacree Crossroads.	
50⅜	43⅜	37⅜	31⅝	27¼	25	12⅞	6¼	Carlow.**
48½	41¾	35½	29¾	25⅝	23⅛	11	*Tullow.**	
63¼	56½	50¼	44½	40½	37⅞	25⅝	14¾	*Newtownbarry.**
75½	68¾	62½	56¾	52⅝	50⅛	38	27	12¼ *Enniscorthy.***
88	81¼	75	69¼	64⅞	62⅝	50½	39½	24¾ *New Ross.***

Notes.—This is a pretty route. Poulaphuca waterfall is a fine cascade, and the valley is laid out with walks. The view of Burton Hall, near Carlow, is a noteworthy feature. Rathfarnham Castle, disused. Blessington: Downshire House, burned 1798. Poulaphuca; Falls of Liffey. Hollywood; Demesne House burned 1798. 29½m. Donard Church burned 1798, Glen Imale. Baltinglass; Abbey Ruin. CARLOW; Court House, Cathedral, College. Castle demolished 1651.

*Hotels or Inns at places marked *.*

ROUTE 110. DUBLIN TO BLESSINGTON, BALTINGLASS, ETC.



111 DUBLIN TO NAAS AND CARLOW.

Description.—Class I. The road is exceedingly bumpy for the first three miles, but it soon improves, and is a very fair road with F.P. to Naas. Thereafter the road is fairly good, but has one bad piece shortly after Naas for several miles, to Kilcullen, when the surface again improves, and is in capital order all the way to Carlow. This is one of the best main roads, though it is not all that could be wished. The only hill of any consequence is the short one in Kilcullen (1 in 13).

Measurements.

Dublin,** G.P.O.							
10⅝	Rathcoole.*						
16½	5¾	Kill.					
20¼	9⅝	3¾	Naas,** Town Clock.				
27⅜	16¾	10⅝	7⅛	Kilcullen.*			
36⅝	26	20¼	16⅜	9½	Ballitore.*		
43½	32⅞	27	23¼	16⅝	6⅜	Castledermot.*	
50⅝	40	34½	30⅜	23½	14	7⅛	Carlow.**
97¼	86⅝	80¾	77	69¾	60⅜	53¾	46⅝ Waterford.** (R. 316.)
74⅝	63¾	57⅞	54½	47	37⅜	30⅞	23¾ Kilkenny.** (R. 65.)
105⅞	95¼	89⅜	85⅝	78½	69¼	62⅜	55½ 31½ Clonmel.** (R. 173.)
138½	127⅞	122	118½	111⅝	101⅞	95	87⅞ 64½ 32⅝ Fermoy.**
160⅞	150½	144⅜	140⅝	133½	124¼	117⅜	110¼ 86½ 55 22⅜ Cork**

Notes.—The route possesses few interesting features, excepting a glimpse of the Round Tower of Clondalkin at 7m., the Abbey and Rath at Naas, Old Kilcullen Ruins on the hill at 29m. (also Fight 1798), the remains of the Monastery, Round Tower, Cross, and Castle (destroyed by Cromwell) at Castledermot, and the Court House and Ecclesiastical Buildings at Carlow.

112 DUBLIN TO ATHY.

Description.—Class II. As Route 111 to Kilcullen, then right at 28m., an easy road (10m. 1 in 17, 18½m. 1 in 18), with very good surface all the way to Athy. The surface is in many parts exceedingly good, and quite above the average. F.P. after Fontstown.

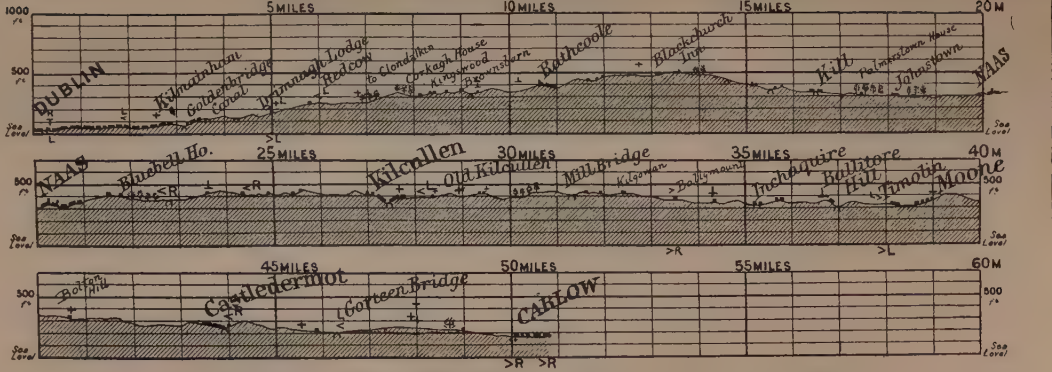
Measurements.

Dublin,** G.P.O.				
20¼	Naas,** Town Clock.			
27⅜	7⅛	Kilcullen.*		
32	11⅞	4⅝	Ballyshannon.	
37	16⅜	9⅝	5	Kilmead, P.O.
41⅝	21⅜	14¼	9⅝	4⅝ Athy.**

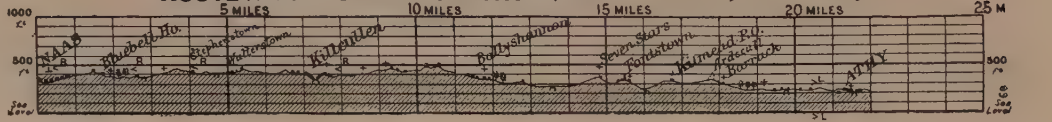
Notes.—9m. Old Kilcullen (R), see above. Dun Aillinne (L.), entrenchment 1798. 18m. Asdscull Moat, a prominent feature; Battle 1315. ATHY (burned by Irish 1308, plundered by Scots 1315): Woodstock Castle.

*Hotels or Inns at places marked.**

ROUTE 111. DUBLIN TO NAAS AND CARLOW.



ROUTE 112. DUBLIN TO ATHY. *(Dublin to Naas, as above.)*



113 DUBLIN TO MARYBOROUGH.

Description.—Class I. The main highway to Limerick (Route 203), or Cashel, for Cork, (Route 230).

As Route 111 to Naas; after which it is an excellent undulating road to Newbridge, rather indifferent and hilly through the open "Curragh," then improving again to Kildare. Thereafter the road becomes easier, but has rather poor surface along the bog. From Monasterevin the road is slightly undulating, with F.P. most of the way, to Maryborough. The road across the "Curragh," before Monasterevin, and at Great Heath, is much exposed, and with a head wind is bad for cyclists.

Measurements.

Dublin,** G.P.O.							
20½	Naas,** Town Clock.						
26⅞	6⅜	Newbridge.*					
32¼	12	5⅜	Kildare,* Cathedral.				
38¾	18½	11⅞	6½	Monasterevin.*			
42⅜	22⅛	15½	10¼	3⅝	Ballybrittas.		
51⅜	31⅛	24½	19½	12⅝	9	Maryborough,** Clock.	
75¼	55	48⅝	43	36½	32⅝	23⅛	Roscrea.** (Route 203.)
95	74¾	68½	62¾	56¼	52⅝	43⅜	Nenagh.*

Notes.—The route passes near the Round Tower of Clondalkin, close to the military camps of the "Curragh," and Kildare; and past the ancient Cathedral and Round Tower of Kildare. The Rock and Castle of Dunamase may conveniently be visited from Maryborough.

114 DUBLIN TO GLENCREE, &C.

Description.—Class II. Tram lines to Rathfarnham. The road is easy for 5½m., then ascends 1 in 15, 1 in 12, 1 in 10, is at worst, 1 in 8† at 7½m., then mostly 1 in 16 and 1 in 13 to summit; sharp fall of 1 in 9† at 12½m., beside Glencree Reformatory. The road then ascends with fairly good sandy surface, at first 1 in 10, 1 in 7† at 14½m., then 1 in 15. At 16m. the good surface ends and the road is a grass-grown track to Sally Gap (17½m.). Thence to Roundwood the road has wretched surface, and the gradients being anything up to 1 in 8, with 1 in 6† at 19m., 20½m., and 21m.; and the descent at 21½m. 1 in 7-10,† is not an attractive road.

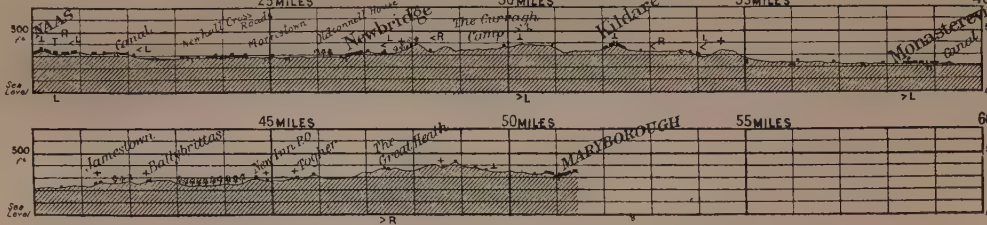
Measurements.—Dublin,** G.P.O.

3¼	Terenure.		
12¾	9½	Glencree Reformatory.	
17⅓	14¼	4⅔	Sally Gap.
25	21¾	12¼	7½ Roundwood * (R.60).

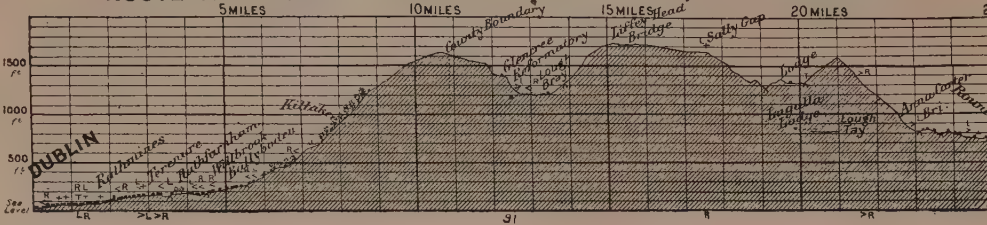
Notes.—A military road made about 1804. Glencree Barracks are now a Reformatory. Those at Laragh, Drumgoff and Aghavannagh are disused for military purposes. There is a splendid view down the Glencree Valley; and also a memorable view at Lough Tay, which is 600 feet straight below the road.

*Hotels or Inns at places marked.** *Dangerous Hills.†*

ROUTE 113. DUBLIN TO KILDARE AND MARYBOROUGH. *to Naas as Route 117*



ROUTE 114. DUBLIN TO GLENCREE, SALLY GAP, AND ROUNDWOOD.



115 DUBLIN TO MULLINGAR.

Description.—Class I. The main road to Galway, Sligo, and the West of Ireland.

The road is very bumpy to Chapelizod, but has gradually improving surface to Lucan, whence the road is better, and, after crossing the canal, is almost flat alongside the railway and canal, to Enfield. From this point the surface is even better, and is in very fair order.

For Tullamore, turn off at Enfield, by Route 310.

For Athlone, Galway, Connemara, and Achill, turn off at Kinnegad, by Route 14.

Measurements.

Dublin,**	G.P.O.							
8½	Lucan.**							
10⅜	1¾	Leixlip.*						
15⅝	6⅜	4¾	Maynooth.*					
18¾	10¼	8⅜	3⅝	Kilcock.*				
26	17½	15⅝	10⅞	7¼	Enfield.*			
30	21½	19⅝	14⅞	11¼	4	Moyvalley.*		
38¼	29¾	27¼	23⅛	19½	12¼	8¼	Kinnegad.*	
49½	41	39½	34⅜	30¾	23½	19½	11¼	Mullingar.**

Notes.—Tramway alongside the road, to Lucan. The country is pretty near Lucan, but the more picturesque route to that place is by the road along banks of the Liffey, which, however, has a dangerous hill (1 in 10), though repaid by the scenery. At Leixlip the Salmon Leap and Castle are the principal sights. 13½m., Carton (Duke of Leinster). Maynooth: College (1795), Castle. This is an uninteresting road over practically bog-land, and there are few points of interest on this route. The Royal Canal, from Dublin to Longford and the Shannon, runs parallel with the road.

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116 DUBLIN TO SUMMERHILL, &c.

Description.—Class I. to Dunboyne, then Class II. A very bumpy road (see Route 117) to Clonee, thereafter a narrow country road, with not much traffic, but of quite good surface by Summerhill to Rathmolyon, and joining Route 244 at Stoneyford Bridge. This route is seldom used as a through road to Mullingar.

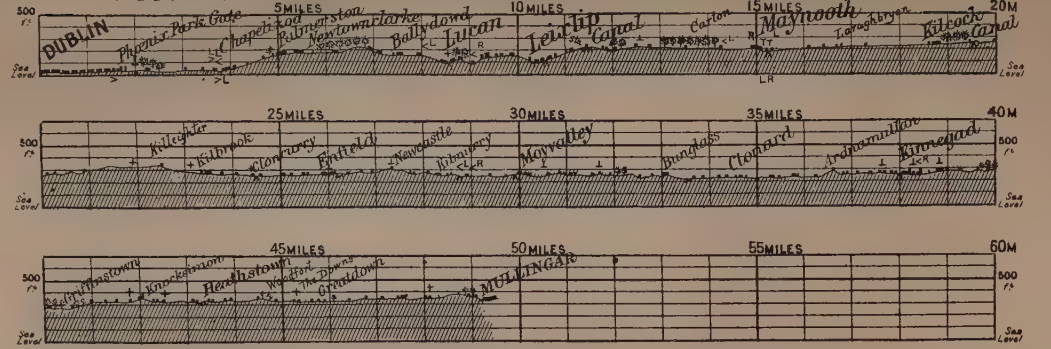
Measurements.

Dublin,**	G.P.O				
10¾	Dunboyne.*				
22¾	12	Summerhill.*			
26	15¼	3¼	Rathmolyon.*		
33⅝	22⅞	10⅝	7⅝	Ballivor.*	
50½	39⅝	27⅝	24⅜	16½	Mullingar,** Clock.

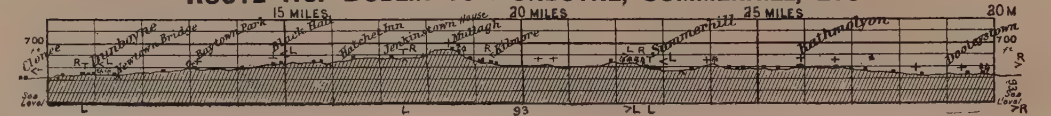
Notes.—Agricultural country. Summerhill: Dangan Castle remains (Duke of Wellington).

Hotels or Inns at places marked *.

ROUTE 115. DUBLIN TO MAYNOOTH, KINNEGAD, AND MULLINGAR.



ROUTE 116. DUBLIN TO DUNBOYNE, SUMMERHILL, ETC.



117 DUBLIN TO TRIM.

Description.—Class I. This old Mail Road is not much used for through traffic, as its route is through unimportant towns. This is the same as Route 118 for the first 12½m. Tram lines for 1½m. then an easy undulating road of slightly bumpy surface to Blackbull. Thereafter the road is a little more up and down but there are no hills of any consequence, to Trim.

From Trim to Athboy though almost level, the road is poorly kept and very bumpy. Thereafter it is better and is fairly good going to Oldcastle. NOTE:—Some recommend turning L at 39m. *via* Clonmellon rejoining at 47½m.

After Oldcastle the road is passably good, but continually undulating to Crossdoney Station, after which rather good to Killashandra.

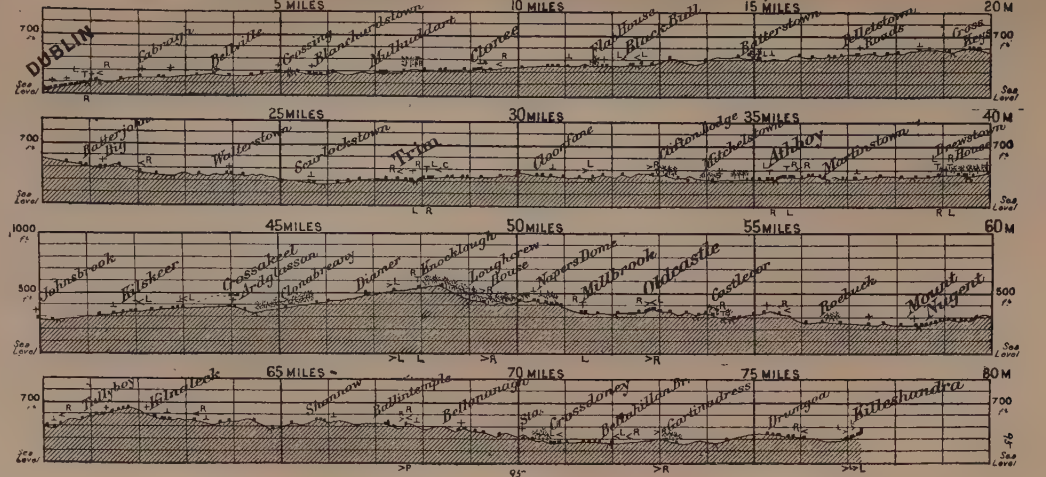
Measurements.

Dublin,** G.P.O.
12⅝ Blackbull.*
19¾ 7⅜ Crosskeys.*
27⅞ 15½ 8½ Trim.*
35⅜ 23¼ 15⅞ 7¾ Athboy.*
42 29⅝ 22½ 14⅛ 6⅜ Kilskeer.
44 31⅝ 24½ 16⅛ 8⅜ 2 Crossakeel.
51⅜ 39 31⅝ 23½ 15¾ 9⅜ Millbrook.
52¾ 40⅜ 33 24⅞ 17½ 10¾ 1⅜ Oldcastle.*
58⅜ 46 38⅝ 30½ 22¾ 16⅜ 7 5⅜ Mount Nugent.*
62½ 50⅛ 42¾ 34⅜ 26⅞ 20½ 11⅛ 9¾ 4⅛ Kilnaleck.*
68¾ 56½ 49⅛ 41 33½ 26⅞ 17½ 16⅛ 10½ 6⅜ Bellananagh.*
70¾ 58⅜ 51 42⅞ 35½ 28¾ 19⅜ 18 12⅜ 8½ 1⅞ Crossdoney.*
76½ 63⅞ 56½ 48⅜ 40⅝ 34½ 24⅞ 23½ 17⅞ 13¾ 7⅜ 5½ Killashandra*

Notes.—From Dublin to Athboy this route is through open country, but thence to Oldcastle it is over a more hilly district; after Oldcastle it is flat and uninteresting, and after Mount Nugent over undulating country. The chief points of interest on this route are all near Trim. Bective Abbey and Scurlockstown Castle (1180). TRIM: Friary Ruin (1206), Yellow Steeple, Gates, Castle Ruin (1220) a magnificent building, Wellington Monument. 39m., Killua Castle to left. 49½m., Lough Crew House. 50½m., Naper's Dome. Killashandra: Castle.

Hotels or Inns at places marked *.

ROUTE 117. DUBLIN TO TRIM AND OLDCASTLE, ETC.



118 Dublin to Kells and Cavan.

Description.—Class I. The main route to Enniskillen, Bundoran, and Donegal.

Although not the most direct road, the best way to join this route is to follow the North Circular Road Trams to fork at 1⅛m., where R.; or alongside the Liffey to the gates, and straight forward through Phoenix Park.

A continually undulating broad road; surface fair, inclining to good, but of the usual Meath quality. F.P. at intervals. None of the gradients are of any consequence.

From Navan the road is undulating, but with very fair surface, to Kells, and continues with excellent surface through Virginia till within 7m. of Cavan, where it becomes a capital road. There is a more direct road from Virginia *via* Ballyjamesduff, but after the latter place it goes over some hills, which are avoided by the easier main road.

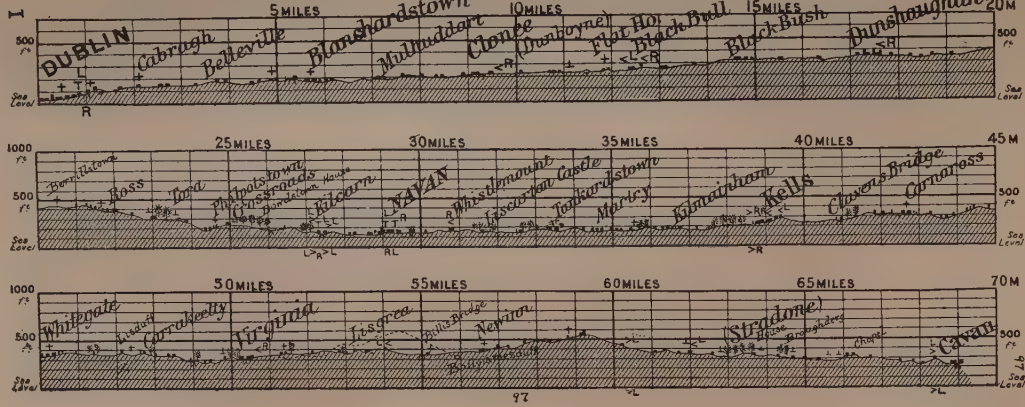
Measurements.

Dublin,** G.P.O.								
12⅝	Black Bull.*							
17⅝	5	Dunshaughlin.*						
29	16⅝	11⅛	Navan.**					
38⅞	26½	21½	9⅞	Kells.**				
50½	38½	33⅛	21½	11⅝	Virginia.**			
56⅝	44½	39½	27⅝	17⅞	6⅛	New Inn.*		
68⅞	56½	51½	39⅞	30	18⅝	12½	Cavan.**	
101½	89⅛	84½	72½	62⅝	51	44⅞	32⅝	Enniskillen.**
138¼	125⅞	120⅞	109¼	99⅝	87¾	81⅝	36¾	Donegal.**
133¾	121⅝	116⅝	104¾	94⅞	83¼	77⅛	32½	Bundoran.**

Notes.—Open country, bleak the whole way, and, excepting Tara and Kells, mostly uninteresting. At 23½m. the road passes the famous Tara Hill, once the residence of the Kings of Leinster. Battles 980, 1798. Tara was never a town of any size. Kells: Round Tower, Church, Crosses, Headfort House. Cavan: College, Kilmore Palace and Cathedral. Town burned 1690.

Hotels and Inns at places marked.*

ROUTE 118. DUBLIN TO KELLS AND CAVAN, FOR ENNISKILLEN.



119 Dublin to Drogheda by Ashbourne.

Description.—Class I. and II. To reach this road follow the North Circular Road cars to just beyond the Canal Bridge, where turn sharp R. Surface bumpy (F.P.) to Finglas. Thence the road is almost perfectly straight and practically level for 15 miles, and as there is not much traffic, it is exceptionally good and almost fast to Kilmoon Barrack, after which it becomes slightly bumpy more or less the whole way to Drogheda. Were it not for the lumpiness of this last section, the road would undoubtedly be the best from Dublin. For motors its straightness and dryness is a consideration. Descent to Drogheda 1 in 15. (Irish milestones.)

Measurements.

Dublin,** G.P.O.					
3½	Finglas.				
7¾	4½	Six-Mile House.			
13⅛	9⅝	5⅝	Ashbourne,* Hotel.		
17¾	14½	10	4⅝	Kilmoon Barrack.	
(24½	20⅝	16⅝	11	6⅝	Duleek.*)
29½	25⅝	21⅝	16	11⅛	5⅝ Drogheda.**

Notes.—Ashbourne: Castle Ruins. 22m. Annesborough: Old Cross. Drogheda, see Route 121.

120 Dublin to Slane, &c.

Description.—Class I. and III. The old mail road to Monaghan (76¾m.), by Drumcondra (40¾m.).

As Route 119 to Ashbourne, thereafter the road follows an almost straight line with easy undulations and excellent surface, with a 1 in 13 slope at Slane Bridge. From Slane to Dunleer the road is only a cross-country connection, exceedingly hilly, with fairly good surface, but bad gradients of 1 in 11-13 to Collon, where Route 105 is joined. Thereafter excellent surface and easy gradients, joining Route 121 at Dunleer.

Gradients.—At 28m. 1 in 13; 30½m. 1 in 11-14; 30¾m. 1 in 11; 32½m. 1 in 13†; 34m. 1 in 11†; 34½m. 1 in 10†; 34½m. 1 in 14; 36m. 1 in 17; 36½m. 1 in 14.

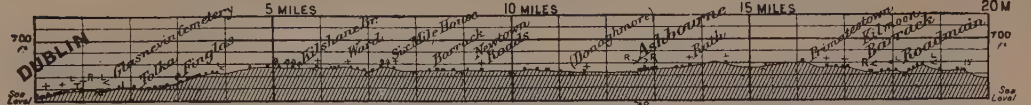
Measurements.

Dublin,** G.P.O.						
3⅜	Finglas.					
7⅝	4¼	Six-mile House.				
13⅜	9¾	5½	Ashbourne,* Hotel.			
17¾	14⅜	10⅛	4⅝	Kilmoon Barrack.		
28⅜	25	20¾	15½	10⅝	Slane * (Route 106).	
35¼	31⅞	27⅝	22½	17½	6¾	Collon * (Route 105).
40½	37⅛	32¾	27⅝	22⅞	12⅛	5¼ Dunleer,* (Route 121).

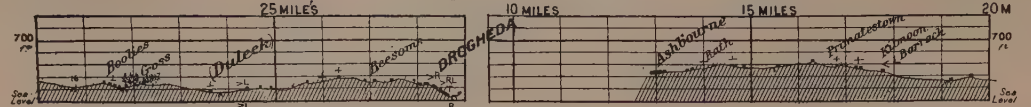
Notes.—Ashbourne: Castle Ruins. 12m. Somerville House. Slane: Castle (Conyham). Collon: Oriel Temple Demesne. The long strings of hay carts in the autumn do much damage to the road, and a sharp look-out should be kept for them at night.

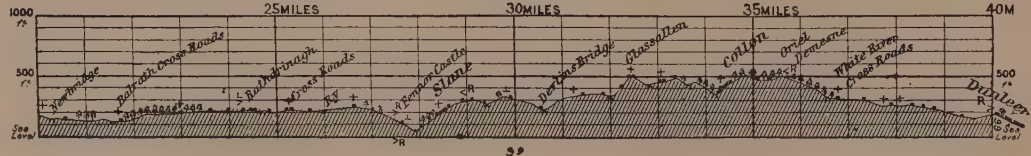
*Hotels or Inns at places marked.** *Dangerous Hills†.*

Route 119. Dublin to Drogheda, by Ashbourne.



Route 120. Dublin to Slane and Dunleer.





121 DUBLIN TO DROGHEDA AND DUNDALK.

Description.—Class I. Follow the Drumcondra tram lines for 3m.; a bumpy road, partly paved, then a fine broad undulating highway partly steam rolled, but with bad original bits, which will be overtaken in time. The road is however fairly fast, and continues of this quality to Balbriggan. F.P. to Swords.

From Balbriggan to Drogheda the surface is indifferent and slightly bumpy, with continuous undulations.

From Drogheda to Dundalk the road is finely engineered, and with very fair surface to Dunleer, where there is a short 1 in 11 hill; thereafter it is an easy road of very fair surface.

From Dundalk the surface is excellent all the way to Newry, but the steep and bad descent (1 in 19-25-14†) to that town is very rough.

Measurements.

Dublin,** G.P.O. † *By Ashbourne.*

	8⅜	Swords.*										
	18¼	9⅞	Balrothery.									
	19¾	11⅜	Balbriggan.*									
	26	17⅝	6¼	Julianstown.*								
29¼†	30⅜	22	10⅝	4⅜	Drogheda.**							
33¾†	35⅛	26¾	15⅜	9⅛	4¾	Newtown Monasterboice.						
38¾†	39⅝	31¼	19¾	13⅜	9¼	4½	Dunleer.*					
43⅜†	44⅝	36¼	24½	18⅜	14¼	9½	5	Castle Bellingham.*				
51⅜†	52⅜	44	32⅜	26⅜	22	17¼	12¾	7¾	Dundalk.**			
58¾†	59⅜	31⅜	40	33¾	29⅜	24⅜	20⅛	15⅛	7⅜	Flurry Bridge.*		
64¼†	65⅛	57⅛	45⅓	39½	35⅛	30⅜	25⅜	20⅜	13⅛	5⅜	Newry.**	
102†	103¼	94⅜	83½	77¼	72⅜	68⅛	63⅜	58⅜	50⅜	43½	37¾	Belfast.**

Notes.—Swords; Round Tower, Church, Castle. Balrothery: Old Castle Remains, Church, Tower. BALBRIGGAN: Factories. DROGHEDA: St. Mary's Church, St. Lawrence Gate, Old Buildings, St. Peter's Church, Schools, Massacre (1680). 35¼m. Monasterboice: Round Tower, Cross. Castle Bellingham: Castle. DUNDALK: Martyrs' Memorial.

122 DUBLIN TO HOWTH.** 9¾m.

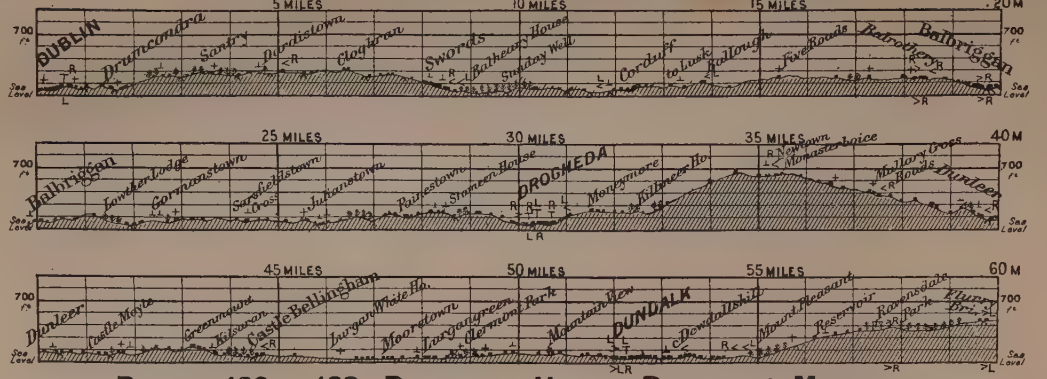
Description.—Class I. A broad but very bumpy road the whole way. The occasional repairs are insufficient to keep this road of good quality, on account of the heavy traffic. The tram lines, left at Clontarf, are rejoined at 5¾m.—the tramway following the coast. Clontarf: Battlefield (1014). Howth: Castle, Ireland's Eye, Howth Hill.

123 DUBLIN TO MALAHIDE.** 9⅛m.

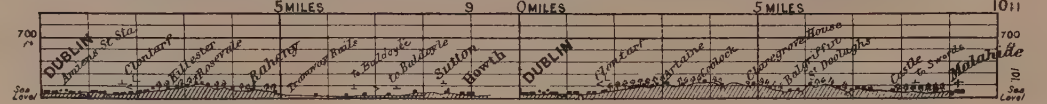
Description.—Class II. Tram lines for 1¼m. to Clontarf, where L. along a continually undulating road of rather bumpy surface, with short steep hills to Malahide. The very ancient St. Doolagh's Church and Cross are passed at 6⅓m. Malahide Castle is not visible from the road.

*Hotels or Inns at places marked *. Dangerous Hills †.*

Route 121. Dublin to Drogheda and Dundalk.



Routes 122 & 123. Dublin to Howth—Dublin to Malahide.



124 DUNDALK TO KELLS.

Description.—Class II. An easy undulating road with only one hill 1½m. from Dundalk (1 in 17-1 in 14); thereafter nothing worth noting. The surface is passably good to Ardee. From Ardee the road is practically level with slight undulations and only one short hill of 1 in 14 at 18½m. The road is very bumpy to Mandistown where the bulk of the traffic turns of R. to Drumcondra, after which the surface at once improves and is capital going till near Carlanstown, when it becomes very bumpy to Kells.

Measurements.

Dundalk,** Court House.						
6¼	Readypenny.*					
12⅜	6⅛	Ardee.**				
18¼	12	5⅞	Woodtown.*	(Route 247).		
28⅜	21⅞	15⅞	9⅞	Carlanstown.		
31⅜	24⅞	18⅞	12⅞	3	Kells,**	Headfort Arms.

Notes.—There is an interesting old castle in the main street of Ardee, and a mound outside the town; the Cross at Kells is one of the most famous in Ireland. Kells: see Route 118.

125 DUNDALK TO ENNISKILLEN.

Description.—Class II. and III. This is an excellent and easy undulating road to Castleblayney; after that it is a cross-country road of tolerably good surface, but though the gradients seldom exceed 1 in 14, the continuous rise and fall, and the turns, make this a slow road to travel. From Clones to Newtown Butler an excellent level road; thereafter as Route 137.

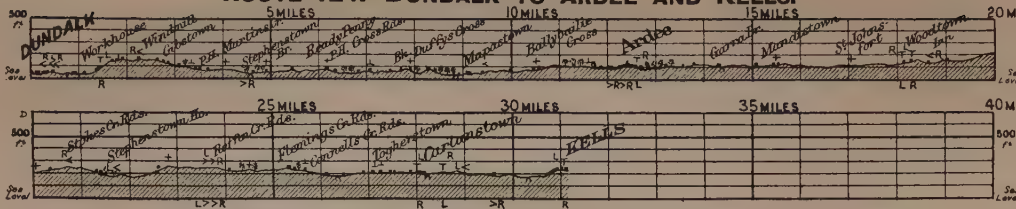
Measurements.

Dundalk,** Court House.							
11⅛	Cullaville.*						
17	5⅞	Castleblayney.*					
24½	13⅜	7½	Ballybay.*				
34⅞	23⅜	17⅞	10¼	Newbliss.*			
39⅝	28⅜	22⅝	15¼	5	Clones.**		
45½	34⅜	28½	21	10⅜	5⅞	Newtown Butler.*	
63½	52⅜	46½	39	28⅜	23⅞	18	Enniskillen.** (R. 137).

Notes.—An uninteresting road. Castleblayney: Castle. Ballybay: House. Clones: Old Church, Round Tower, Fort. Town burned 1207.

*Hotels or Inns at places marked.**

ROUTE 124. DUNDALK TO ARDEE AND KELLS.


DUNDALK
Castletown
Ardee
Carnacon
Mansfieldstown
Woodtown
Jn.
Ballybeltie Cross
Ballymakenny
Jn.
Readypenny
Jct.
Stephenstown
Jct.
Stephenstown
Jct.
Castletown
Jct.
Worthenbee
Jct.
Wilkinstown
Jct.
Castletown
Jct.
Jct.
Jct.

126 DUNDALK TO CARRICKMACROSS.

Description.—Class II. An excellent and easy country road to Essexford. Thereafter bumpy surface.

Measurements.—Dundalk,** Court House.

	7		Chanonrock.*
10¾	3¾		Essexford.*
14¼	7¼	3½	Carrickmacross.**

127 DUNDRUM TO ARDGLASS.

Description.—Class III. An excellent road for 2¼m., then a level shore road, a few feet above the water, to Blackstaff Bridge, after which it is an easy undulating road to 10m., where there is a bad 1 in 13† rise, and 1 in 10† descent. After Killough it is a fair road with level crossing at 12½m.

Measurements.—Dundrum.**

12		Killough.*
14½	2½	Ardglass.**

Notes.—A pleasant road along the coast, but of no special interest. Ardglass: Castle Ruins.

128 DUNFANAGHY TO ROSAPENNA.

Description.—Class III. A rather hilly road to Creeslough, with fair surface, gradients mostly 1 in 14—see Route 193—then an undulating narrow road with fair surface to Carrigart; after which, level. The direct road from Creeslough to Duntally Bridge has a bad grade of 1 in 8†. Scenery pretty at Lackagh Bridge.

Measurements.—Dunfanaghy,** Market House.

6⅝			Creeslough.**
14½	7⅞		Carrigart.
16	9⅜	1¾	Rosapenna Hotel.**

129 DUNGARVAN TO FERMOY.

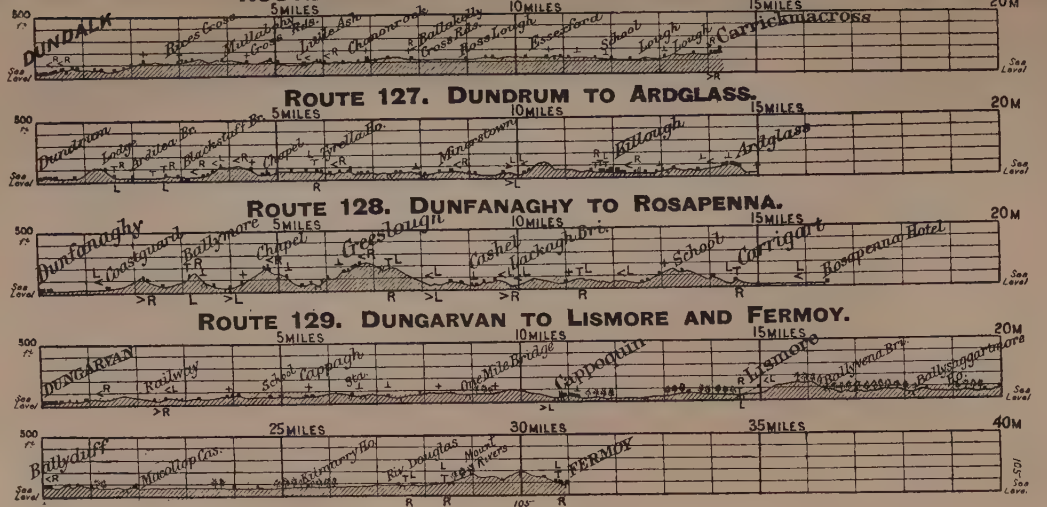
Description.—Class II. An excellent and almost flat steam rolled road, with F.P. to Lismore, then somewhat undulating, but with fine surface to Ballyduff; after which better surface and a capital flat road till within 2m. of Fermoy, when it becomes steep. (English Milestones.)

Measurements.—Dungarvan,** Market Square.

	11		Cappoquin.*
(15	4		Lismore.**)
20⅛	9⅛	5⅞	Ballyduff.*
31	20	16¾ 10⅞	Fermoy,** Clock.

Notes.—Cappoquin: Mount Melleray Monastery to north. Lismore: Castle, Cathedral. Ballyduff: Castle. 22m. Macollop Castle. Fermoy: Court House, College, School, Barracks. Fine view from the heights above Fermoy.

*Hotels or Inns at places marked.** *Dangerous Hills†.*


ROUTE 126. DUNDALK TO CARRICKMACROSS.
DUNDALK
Carrickmacross
ROUTE 127. DUNDRUM TO ARDGLASS.
Ardglass
ROUTE 128. DUNFANAGHY TO ROSAPENNA.
Dunfanaghy
Carrigart
Rosapenna Hotel
ROUTE 129. DUNGARVAN TO LISMORE AND FERMOY.
DUNGARVAN
Lismore
FERMOY
Ballyduff
5 MILES
10 MILES
15 MILES
20 M
25 MILES
30 MILES
35 MILES
40 M
Sea Level

130 Ennis to Kilrush and Kilkee.

Description.—Class I. A well made road of slightly bumpy surface, but excellent going. The gradients are all easy, and only at one or two points is there 1 in 17.

From Kilrush to Kilkee is very bumpy, with one slight hill. Surface not nearly so good as from Ennis.

Measurements.—Ennis,** High Street.

11½		Liscasey.*
26⅝	15⅛	Kilrush.*
29⅝	18⅛	3½ Moyasta.*
34⅝	23⅛	8¼ 5 Kilkee.**

Notes.—A dreary road over undulating and only semi-cultivated country. Kilrush: House, in Ruins; Scattery Island and Round Tower. Kilkee: popular summer resort, and good centre for Loophead Peninsula, with many interesting natural curiosities, as Puffing Hole, Bridge of Ross, Caves, etc.

131 Ennis to Kilrush, via Killadysert.

Description.—Class III. An undulating bumpy road with many short hills up to 1 in 13, but none of any importance, to Killadysert. Thence the road has fairly good surface and 1 in 15 gradients, though very inferior for several miles near Kilmurry M'Mahon. The direct inland road from Killadysert to Kilrush is shown in Route 185.

Measurements.

Ennis,** High Street.

(— Clarecastle.)

10⅛	8⅝				Ballynacally.
14½	12⅜	4⅛			Killadysert.*
22¼	20¾	12⅛	8		Labasheeda.*
26	24¼	15⅞	11¾	4⅛	Kilmurry, P.O. (Route 185).
28½	27	18⅜	14¼	6⅝	2½ Knock.
35½	33¾	25⅛	21	13⅜	9½ 6¾ Kilrush.*

Notes.—Clare Abbey (1194). For the first 20m. this route is uninteresting, but after Killadysert it is a pleasant run alongside the river Shannon. Inland from Knock to Kilrush. Kilrush: as above.

132 Ennis to Lehinch.

Description.—Class II. A bumpy road for the first 2½m., then an excellent road to Ennistimon, after which short hills with very bumpy surface, but F.P. to Lehinch. The road for Miltown Malbay turns off at9½m.—a poor road.

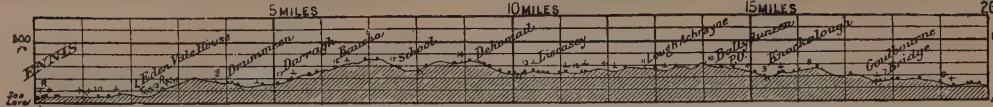
Measurements.—Ennis,** High Street.

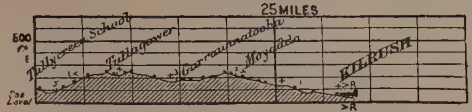
9½		Inagh.
16½	7	Ennistimon.*
18⅞	9⅜	2⅜ Lehinch.**
19⅝	10⅛	Miltown Malbay.*
21⅜	11⅞	1¾ Spanish Point.**

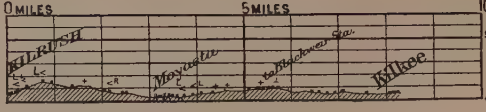
Notes.—Ennistimon: Glen, Castle. Lehinch: Golf Links, Doagh Castle Ruin, Cliffs of Moher.

*Hotels or Inns at places marked.**

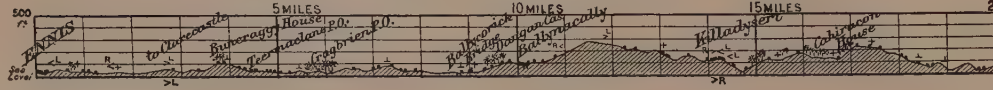
Route 130. Ennis to Kilrush and Kilkee.

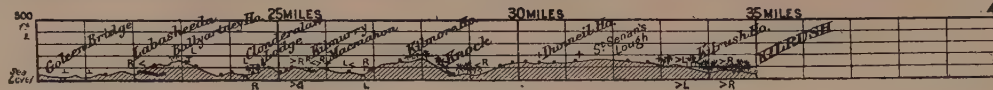






Route 131. Ennis to Killadysert and Kilrush.





133 ENNIS TO LISDOONVARNA.

Description.—Class II. A bumpy road for 2½m., then an excellent smooth road with very easy grades to Corrofin. Thereafter the road has fine smooth surface, but becomes very hilly (all adverse in this direction): at Killinboy 1 in 13, at 12m. 1 in 9†-10-17, at 12½m. 1 in 10, and on the ascent from Kilfenora 1 in 13.

Measurements.

Ennis, ** High Street.
8⅝ Corrofin.*
17 8⅝ Kilfenora.*
22⅛ 13½ 5⅛ Lisdoonvarna.**

Notes.—The road passes close to three or four loughs and the ruins of several castles, as well as the Church and Round Tower (ruins) at Killinaboy, but the chief interest is the splendid shell of Leamaneh Castle and the Cross at Kilfenora Churchyard. 12m. "Sir Donat's Road," Cross, Cahermore Cave. Kilfenora: burned 1055, old Crosses. Lisdoonvarna: popular summer resort, Spa.

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134 ENNIS TO PORTUMNA.

Description.—Class II. A level road over dreary land intermingled with rocks; surface passably good, but not excellent to Scarriff; thereafter the surface is quite good to near Whitegate, after which it is bumpy and poor to Portumna.

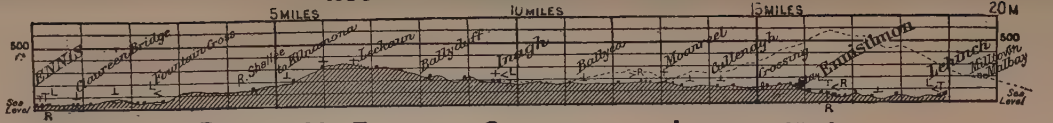
Measurements.

Ennis,** High Street.
6¼ Hurlers Cross Roads.
(10⅝ 4⅝ Tulla.*)
20⅜ 14⅜ 10½ Tomgraney.*
(31 24⅜ 20⅜ 10⅜ Killaloe.**)
21⅜ 14¾ 11¼ ¾ Scarriff.*
26½ 19⅞ 16⅜ 5⅜ 5½ Mount Shannon.*
33¾ 27½ 23⅜ 13⅛ 12⅜ 7¼ Gorteeny.*
43⅞ 37⅝ 33¾ 23¼ 22½ 17⅜ 10⅛ Portumna.**

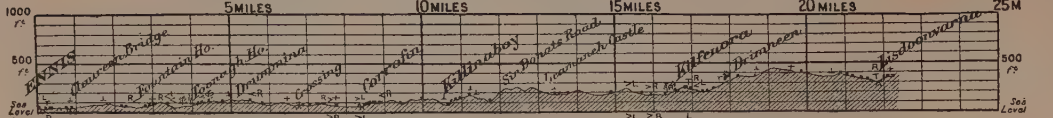
Notes.—A bleak uninteresting road over bogland and scattered rocks; after Mount Shannon a bog road to Portumna. Tomgraney; Castle Ruin. Mount Shannon; Holy Island, Church and Round Tower. Portumna Castle (Clanricarde), Fire 1826; Cromwell's Castle.

*Hotels or Inns at places marked **.*

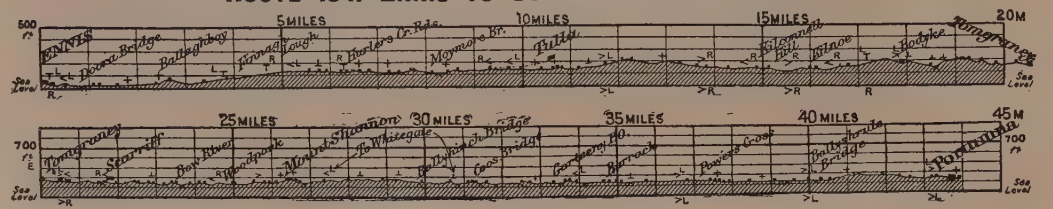
Route 132. Ennis to Lehinch.



Route 133. Ennis to Corrofin and Lisdoonvarna.



Route 134. Ennis to Scarriff and Portumna.



135 ENNISCORTHY TO GOREY, &c.

Description.—Class I. As far as Scarawalsh Bridge the road is exceedingly bumpy and the hill at 2¾m. is stiff (1 in 25-13); thereafter it is a slightly hilly road of very fair surface.

Measurements.

Enniscorthy,** Bridge.
7⅜ Ferns.*
10⅞ 3½ Camolin.
14⅞ 7½ 4 Clogh.
18 10⅝ 7⅛ 3⅝ Gorey.**
28⅝ 21¼ 17⅜ 13¾ 10⅝ Arklow,** P.O. (Route 326.)
44⅝ 37 33½ 29½ 26⅜ 15¾ Wicklow.**
75⅞ 68½ 65 61 57⅜ 47¼ 31½ Dublin.** (Route 108.)

Notes.—Ferns Castle, destroyed 1641, Cathedral (1816), Bishops Castle (1836). Gorey: Ramsfort House burned 1798.

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136 ENNISCORTHY TO TULLOW, &c.

Description.—Class II. As far as Scarawalsh Bridge the road is exceedingly bumpy, and the hill at 2¾m., 1 in 25-13, is stiff. The road continues bumpy most of the way to Newtownbarry, but this can be avoided by taking the road on the east side of the river, which, though undulating, has better surface. From Newtownbarry to Clonegall the road in many places is very smooth, with gradients up to 1 in 17. Thence the road is finely engineered over the hills, with very fair surface and not much traffic to Tullow, after which excellent surface to Baltinglass, joining Route 110 for Dublin. This is shorter than the old mail road to Dublin by Arklow.

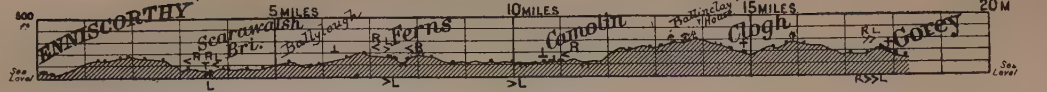
By the West Side. **Measurements.** *By the East Side.*

Wexford.** Enniscorthy.*
13½ Enniscorthy,** Bridge. 6½ Ballycarney.
19⅝ 6⅛ Ballycarney Bridge. 10⅝ 4⅜ Clohamon.
25¾ 12¼ 6⅛ Newtownbarry.* 12⅝ 6⅜ 2 Newtownbarry.*
30⅞ 17⅜ 11¼ 5⅛ Clonegall.*
40½ 27 20¾ 14¾ 9⅝ Tullow.*
(48 34½ 28⅝ 22¼ 17⅛ 7½ Rathvilly).
51½ 38 31⅞ 25⅜ 20⅝ 11 4⅜ Baltinglass.*
89 75½ 69⅝ 63¼ 58⅛ 48½ 42¼ 37½ Dublin.** (Route 110.)

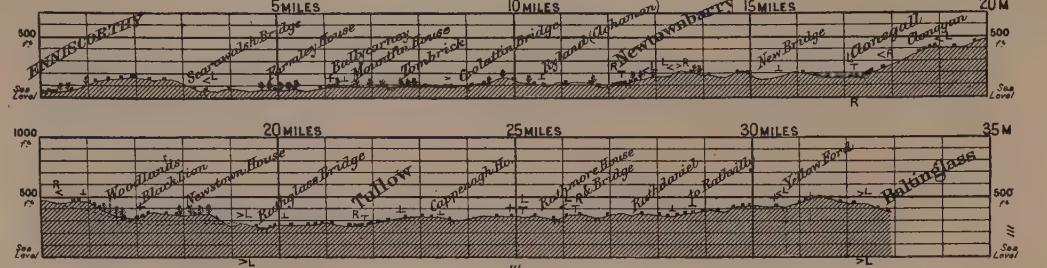
Notes.—A pleasant road up the valley. 10½m. Ryland Castle, Clohamon Castle. Clonegall: Watch House. Tullow: Castlemore Moat. Baltinglass: Abbey Ruins.

Hotels or Inns at places marked *.

Route 135. Enniscorthy to Gorey.



Route 136. Enniscorthy to Newtownbarry & Baltinglass, for Dublin.



137 ENNISKILLEN TO CAVAN.

Description.—Class I. This is one of the best kept roads in Ireland. The road is well engineered, and after the first few miles has a fast smooth surface—uniformly good—almost the whole way to Butler's Bridge, though the last 5m. before that place are not quite so good; thereafter slightly bumpy surface into Cavan. There are several short hills; 18m. 1 in 21, 24½m. 1 in 17. F.P. near the towns. Irish Milestones.

Measurements.

Enniskillen,** Town Hall.						
3¾	Tamlaght.					
11¾	8	Lisnaskea.*				
18	14¼	6½	Newtownbutler.*			
22½	18¾	10¾	4½	Legkello, P.O.		
28½	24¾	16¾	10½	6	Butler's Bridge.*	
32⅝	28⅞	20¾	14⅝	10½	4½	Cavan.**
101½	97¾	89¾	83½	79	73	68⅞ Dublin.** (Route 118.)

Notes.—The country is pleasant for the first 5m., with continual glimpses of Loch Erne, but, except near Wattle Bridge, is uninteresting thereafter. 2½m., Castle Coole. 22m., Castle Saunderson. Cavan: College, Farnham House Kilmore Cathedral and Palace. Town burned 1690.

138 ENNISKILLEN TO BELTURBET, &c.

Description.—Class II. An easy but slightly bumpy road for 6m., then two short hills (1 in 13 and 1 in 12), thereafter the road improves in quality, and is smooth and fast to Belturbet; thereafter slightly bumpy. Although this road to Cavan is a mile shorter than by Route 137 there is little to choose between the two.

Measurements.—Enniskillen,** Town Hall.

7¾	Mackan.				
13½	5⅝	Derrylin.*			
22	14½	8⅞	Belturbet.*		
27⅝	19⅝	14½	5⅝	Butler's Bridge.*	
31¾	24	18⅝	9¾	4⅛	Cavan,** P.O.

Notes.—A more open road than that by Lisnaskea, but of little more interest. Cavan: as above.

139 ENNISKILLEN TO SWANLINBAR.

Description.—Class III. A slightly bumpy road for 5m., then excellent to Swanlinbar, with several short but very stiff grades. After Swanlinbar the road deteriorates, and becomes rough and steep, with a bad hill (1 in 11) at 18¼m., after which very poor to Ballinamore.

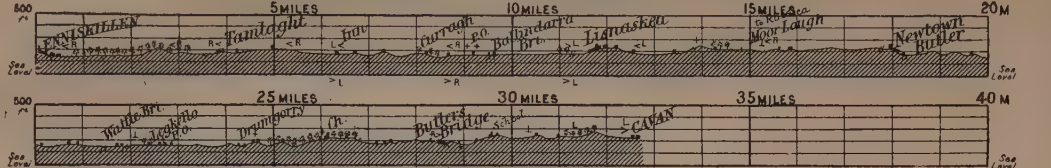
Measurements.—Enniskillen,** Town Hall.

(.8	Florence Court P.O.)		
12⅜	6⅝	Swanlinbar.*	
23½	18½	11½	Ballinamore.* (Route 68.)

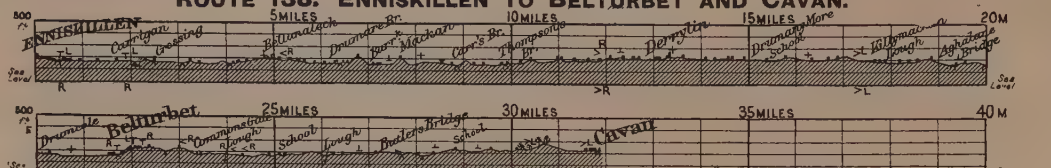
Notes.—6⅜m. to Florence Court. Swanlinbar: Spa.

Hotels or Inns at places marked *.

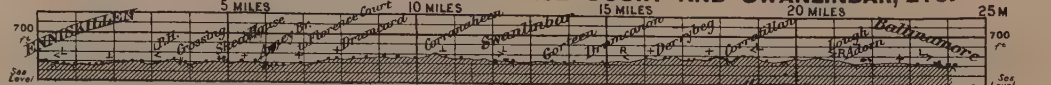
ROUTE 137. ENNISKILLEN TO LISNASKEA AND CAVAN.



ROUTE 138. ENNISKILLEN TO BELTURBET AND CAVAN.



ROUTE 139. ENNISKILLEN TO FLORENCE COURT AND SWANLINBAR, ETC.



140 ENNISKILLEN TO BUNDORAN.

Description.—Class II. An excellent undulating road, with very fair surface all the way to Belleek. There is not much traffic, therefore the road is exceptionally good, and as Lough Erne is almost always visible, it is a pleasant road to travel. From Belleek to Ballyshannon, for the direct road, see Route 269—up and down, and surface fair. The route shown on the plan is the prettier road, giving a view of the river—a narrow road, with two very bad hills, one at 25½m. (1 in 8), and the other in Ballyshannon. From Ballyshannon to Bundoran the road is good, but with one stiff hill.

Measurements.

Enniskillen, ** Town Hall.			
24½	Belleek.**		
29⅜	4⅞	Ballyshannon,** Clock.	
33⅜	9⅛	4¼	Bundoran,** Bridge.

Notes.—An uninteresting road for the first 8m. through agricultural country, then an open and pretty road by Lough Erne to Rosscor. A pleasant road to travel. Belleek; Pottery Works, Sluices. Bundoran; a favourite summer resort.

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141 ENNISKILLEN TO DONEGAL.

Description.—Class II. The road is comparatively level at first, and has very good surface all the way to Pettigoe. In common with the other Fermanagh roads it is well kept, and has smooth surface all the way. At one or two points there are short hills, but they are of no great consequence. After Pettigoe the road becomes more hilly, and though it is well engineered—mostly 1 in 26—there are some stiff portions. The road is no doubt a little stony, as well as rough at one or two points, but, taken as a whole, it is a good road. Approaching Donegal it becomes bumpy. The scenery along Loch Erne is rather striking, but after Pettigoe it is rather monotonous.

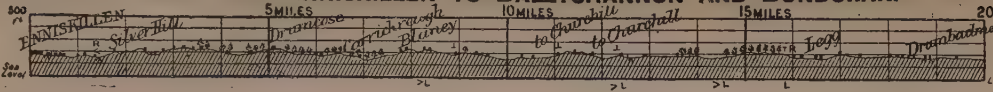
Measurements.

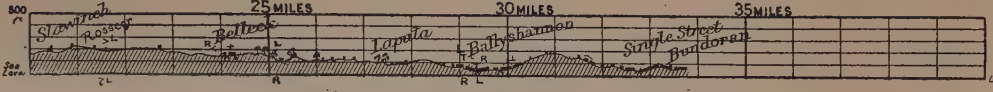
Enniskillen,** Town Hall.					
11½	Lisnarrick.				
14⅝	3⅛	Kesh.*			
20	8⅝	5⅝	Pettigoe.*		
33½	22	18⅛	13⅛	Laghy.	
36⅜	25⅝	22½	16⅜	3⅝	Donegal.**

Notes.—Lisnarrick: Castle Archdall. Pettigoe; Lough Derg to North. Thence a dreary mountain road to Donegal.

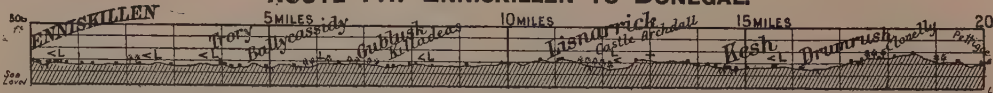
*Hotels or Inns at places marked **.*

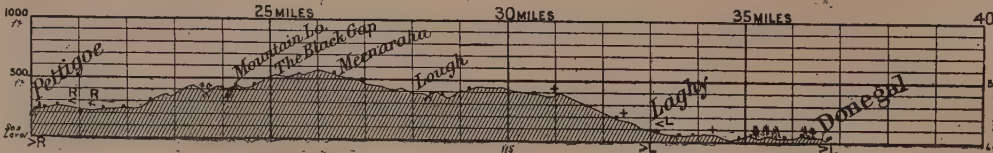
ROUTE 140. ENNISKILLEN TO BALLYSHANNON AND BUNDORAN.





ROUTE 141. ENNISKILLEN TO DONEGAL.





142 ENNISKILLEN TO OMAGH.

Description.—Class II. An easy road of superior surface for the first 9m., then a slightly hilly route, of only fairly good surface, but with no bad gradients, through Trillick and Dromore to Omagh. This is the most direct route between the two towns, but some traffic follows Route 273.

Measurements.—Enniskillen,** Town Hall.

6¾		Bellanamallard.*
12	5¼	Trillick.*
17⅝	10⅞ 5⅝	Dromore.*
27⅛	20⅛ 14⅜ 9¼	Omagh.**

Notes.—Trillick: Castle Ruin. Omagh: Cathedral, Great Fire 1743. An uninteresting road.

143 ENNISKILLEN TO DUNGANNON.

Description.—Class II. A smooth undulating road to Maguire's Bridge, then an excellent road, alongside the light railway, almost level to Five-mile Town, after which it is a fair road to Ballygawley. Three level crossings. Occasional F.P.

From Ballygawley to Dungannon see Route 275.

Measurements.

Enniskillen,** Town Hall.						
3⅝	Tamlaght.					
9¼	5⅝	Maguire's Bridge.*				
12⅜	8¾	3⅛	Brookeborough.*			
18¾	15⅛	9½	6⅜	Five-mile Town.*		
25¾	22⅛	16½	13⅜	7	Clogher.*	
27¾	24⅛	18⅛	15⅜	9	2	Augher.*
33	29⅜	23¾	20⅝	14¼	7¼	5¼ Ballygawley.**
45¾	42⅛	36½	33⅜	27	20	18 12¾ Dungannon.**

144 FERMOY TO MALLOW.

Description.—Class II. The road has poor surface to Ballyhooly, after which it is a little better until the dangerous drop at 8½m. (1 in 8†); thereafter, though the road is undulating, with some stiff short hills of 1 in 14, the surface is better than usual. Level crossings at 7¾, 9¼, and 10¼m. The road by Killawillin is equally hilly with 1 in 10 at 16m., and 1 in 17 at 17½ and 18¼m.

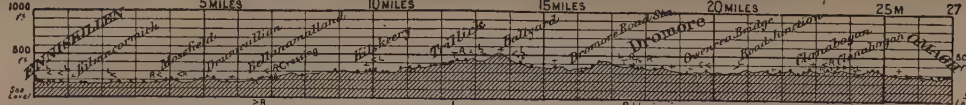
Measurements.—Fermoy,** Square.

5⅜		Ballyhooly.*
11⅜	5⅜	Ballygriffin.
17¾	12⅜ 6⅜	Mallow,** Clock.

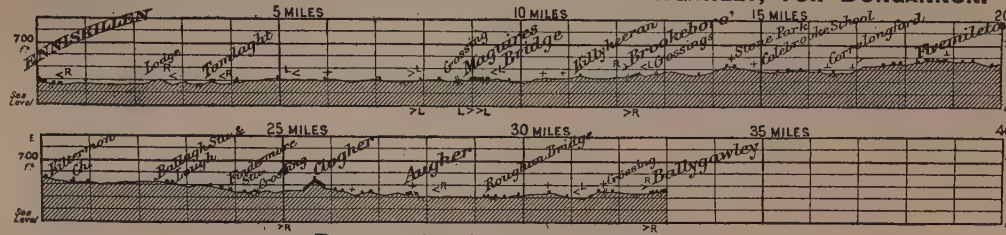
Notes.—There are few attractions on this road, though the hills are seen to advantage. Ballyhooly: Castle Ruins. 8½m. Bridgetown Abbey. Mallow: Castle Demesne.

Hotels or Inns at places marked *. *Dangerous Hills* †.

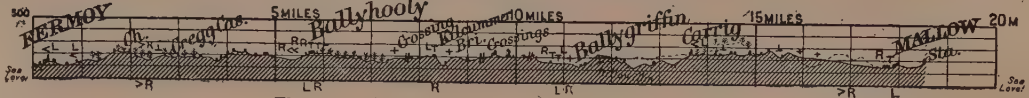
Route 142. Enniskillen to Dromore and Omagh.



Route 143. Enniskillen to Clogher and Ballygawley, for Dungannon.



Route 144. Fermoy to Mallow.



The dotted line shows the road by Killawillin (L. at 11m

145 FETHARD TO DUBLIN.

Description.—Class II. A well graded and excellent road to Killenaule, thereafter it is more hilly for 8m., but as the grades seldom exceed 1 in 17 it is an easy road. The more level portion on to Urlingford is inferior.

Measurements.

Fethard.*							
7⅜	Killenaule.*						
11¼	3⅞	New Birmingham.*					
21⅛	13¾	9⅜	Urlingford,* (by Kilcooly Abbey).				

Notes.—17m., Kilcooly Abbey, (House), and Ruin, Waterloo Monument. Uninteresting counntry.

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146 GALWAY TO ATHLONE.

Description.—Class II. The Dublin Road. A bumpy road with F.P. to Oranmore, then a fairly good road with excellent sides to Athenry. Thence *via* Kiltullagh and New Inn the road continues of slightly bumpy, but otherwise excellent surface, to Ballinasloe, where it is very rough, then fairly good with some fine stretches to Ballymurray, after which bumpy and inferior to Athlone. Some follow the road by Attymon to Kilconnell, but the route here given is that used locally.

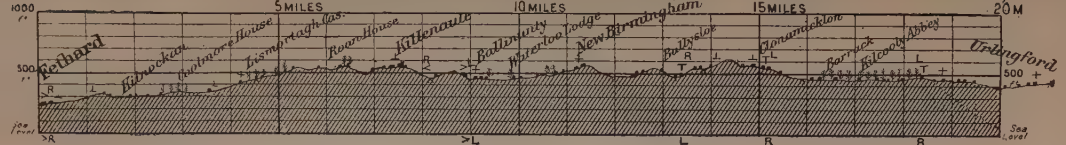
Measurements.

Galway,** Eyre Square.							
5¾	Oranmore.*						
14	8¼	Athenry.**					
30	24¼	16	Kilconnell.*				
39	33¼	25	9	Ballinasloe.**			
54½	48¾	40½	24½	15½	Athlone,** Bridge.		
92¾	87	78¾	62¾	53¾	38¼	Kinnegad.*	
131	125½	117	101	92	76½	38¼	Dublin.**

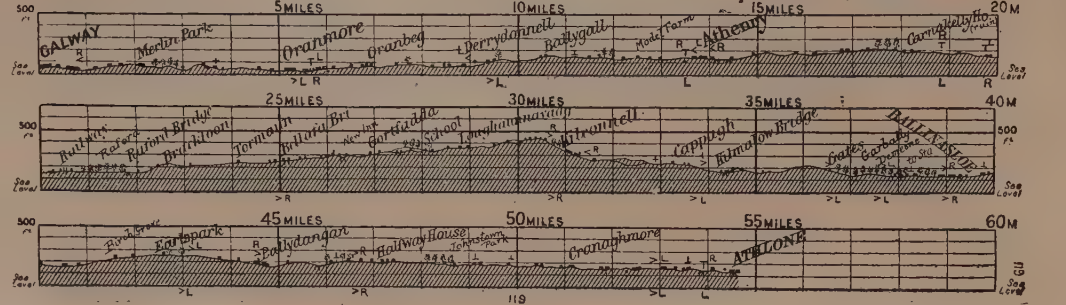
Notes.—Oranmore: Castle Ruins. Athenry: Walls, Gates, Abbey. 28m., Woodlawn, and Trench Monument. Kilconnell: Abbey. BALLINASLOE: Fort, Fair, Garbally Demesne. ATHLONE: Fortifications, Castle captured 1691.

Hotels and Inns at places marked.*

ROUTE 145. FETHARD TO URLINGFORD, FOR DUBLIN.



ROUTE 146. GALWAY TO ATHENRY AND ATHLONE, FOR DUBLIN.



147 GALWAY TO PORTUMNA AND BIRR.

Description.—Class I. to Loughrea. Class II. thereafter. A very bumpy road, but with F.P. to Oranmore, then a fairly good broad road to Loughrea, after which it is undulating, but with exceptionally good surface to Killimor, thence inferior to Portumna. (In going to Birr some prefer the longer road—Routes 168 and 56—by Banagher, 22¼m.).

From Portuma to Birr, after the sharp grade of 1 in 13 at 43½m., it is an almost level road the whole way, surface slightly bumpy, but less than average. There is a short 1 in 12 hill at 56m.

Measurements.

Galway,** Eyre Square.							
5¾	Oranmore.*						
15	9¼	Craughwell.					
22½	16¾	7½	Loughrea,** Hotel.				
30	24¼	15	7½	Gortymadden.			
35½	29½	20½	12¾	5¼	Killimor.*		
41½	35¾	26½	19	11½	6¼	Portumna.**	
49½	43¾	34½	27	19½	14¼	8	Pike.
56¾	51	41¾	34¼	26¾	21½	15¼	7¼ Birr,** Square.

Notes.—Oranmore Castle Ruins. 9m. Derrydonnell Castle Ruin. 9½m. Shanclogh Castle Ruin. Loughrea; Monastery Ruins, Walls. Portumna; Castle (Clanricarde) fire 1826, Cromwell's Castle. A derelict railway from Portumna to Birr runs parallel with the road. Everything on it has disappeared, and only the bridges are left. The sleepers are said to have been mostly used for firewood by the adjoining cottagers. Birr; Cumberland Monument (1747), Castle, Lord Rosse's Telescope.

148 GALWAY TO ENNIS.

Description.—Class II. As above to Ornamore, but the road soon improves, and is a very fair though uneven road to Gort. Thereafter it is rather better to Crusheen, but the remainder of the route is poor.

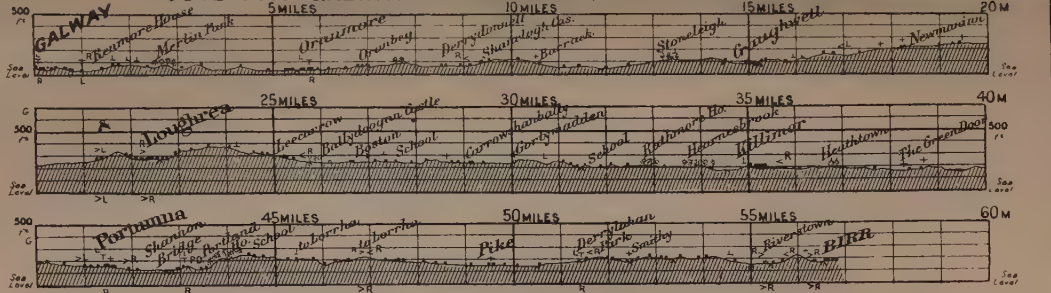
Measurements.

Galway,** Eyre Square.							
5¾	Oranmore.*						
11⅛	5⅜	Kilcolgan (Route 34).					
21⅞	16⅛	10¾	Gort.*				
32⅜	26⅝	21¼	10½	Crusheen.			
40⅜	34⅝	29½	18¼	8	Ennis.**		

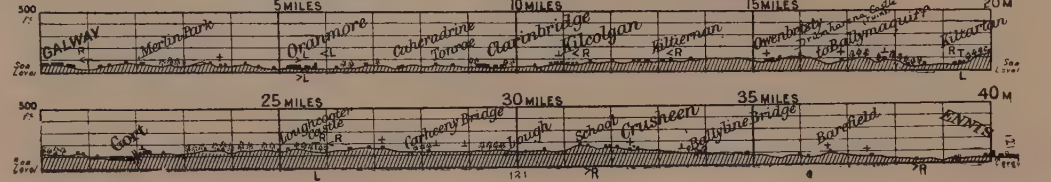
Notes.—Oranmore: Castle Ruin. 16m. Drumharsna Castle Ruin. Gort: Punch Bowl, Beggar Mans's Hole, The Churn (underground rivers). 25m. Loughcutra Castle. Crusheen: Inchicronan Abbey Ruin (1190). Ennis: Court House. There are many ruined small castles and demesnes in this part of Ireland.

Hotels or Inns at places marked *.

ROUTE 147. GALWAY TO LOUGHREA, PORTUMNA AND BIRR.



ROUTE 148. GALWAY TO GORT AND ENNIS.



149 GALWAY TO CLIFDEN.

Description.—Class II. An exceedingly bumpy road—one of the worst in the West—to Moycullen, then not quite so bad to Oughterard; but thereafter the road is smooth, easy, and in splendid order the whole way to Clifden, with the exception of a short portion at Recess. The surface and gradients leave little to be desired—the sandy surface drying quickly after rain—but it is liable to be broken up in heavy weather. Level crossings at 12, 24, 36¾, and 38½m.

Measurements.

Galway,** Eyre Square.					
7½	Moycullen, P.H.				
17	9½	Oughterard.**			
27	19½	10	Maam Crossroads.* (To Leenane R. 190.)		
35½	27¾	18½	8½	Recess Hotel.**	
36½	29	19½	9½	1½	Recess Station.
48¾	41½	31¾	21¾	13¾	12½ Clifden.**

Notes.—The scenery is rather tame until approaching Recess, and thence onwards to Clifden the views are better. Twenty-four loughs are passed en route. Although passing through Connemara, the road is almost too close to the fine hills, a better view of which is obtained from the coast route by Skreeb Lodge (Route 150). 2m. Menlough Castle. 13m. Natural Bridge. 15½m. to Aughnanure Castle. 39m. Green Marble Quarries: Ballynahinch Castle.

150 GALWAY TO CASHEL BAY, BY SPIDDLE.

Description.—Class III. A bumpy road past Salthill, then a narrow but excellent up and down road, near the coast, to Spiddle; thereafter tolerably good surface, but undulating, with little pulls over mounds of the switchback type, to Invermore Bridge, after which good going, but a stiff 1 in 12 hill at 42¼m.

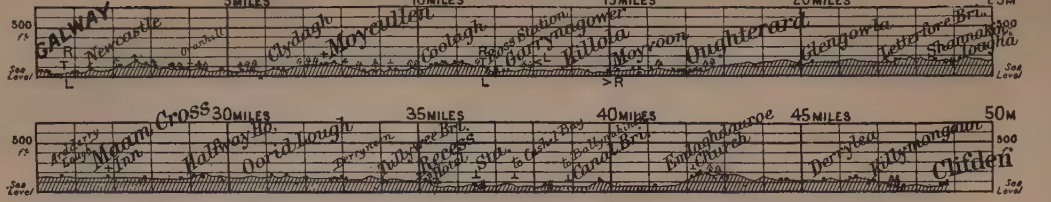
Measurements.

Galway,** Eyre Square.					
1⅞	Salthill.				
12	10⅛	Spiddle.			
31¼	29⅜	19¼	Screeb Lodge. (R. 190.)		
36⅞	34¼	24⅛	4⅞	Invermore Bridge. (R. 225.)	
43¼	41⅜	31¼	12	7⅛	Cashel Bay,** Hotel.

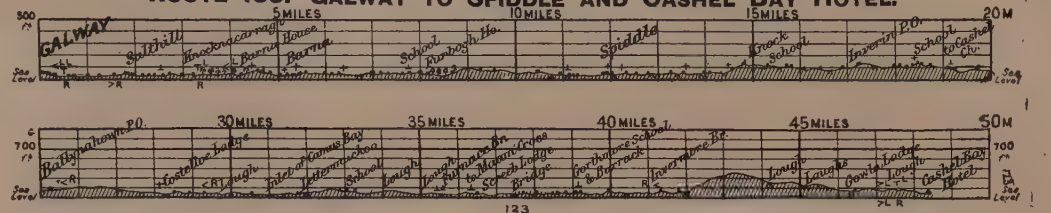
Notes.—Salthill: a favourite resort from Galway. This route is through a mixture of rock, crag, pasture, and bog country. After 24m. it passes alongside innumerable inlets from the sea. A pleasant road, commanding fine views of the Connemara Mountains.

*Hotels or Inns at places marked.**

ROUTE 149. GALWAY TO OUGHTERARD AND CLIFDEN.



ROUTE 150. GALWAY TO SPIDDLE AND CASHEL BAY HOTEL.



151 GALWAY TO CASTLEBAR.

Description.—Class II. A bumpy road for 3m., then a bog road, in poor condition, till near Headford. After 20m. the road at once improves, and has tolerably smooth surface to Ballinrobe. From 17½m. to 19m. is about the most perfect switchback in Ireland. Gradients short, none very steep—about 1 in 17.

From Ballinrobe to Castlebar the road has very bumpy surface for 6m., then rather better surface, though a trifle rutty.

Measurements.—Galway,** Eyre Square.

16			Headford.*
(26¾	10¼		Cong, Route 309.*)
29¼	13¼		Ballinrobe.**
35⅛	19⅛	5⅞	Partry,* Barrack.
42	26	12⅞	6¾ Ballyhean.*
46½	30½	17¼	11⅝ 4½ Castlebar.**

Notes.—11m. Ballinduff Lodge Ruins. 14½m. Cloghnanower Castle Ruins. Headford; Castle, Ross Abbey. Ballinrobe; Barracks. 38½m. Ballintober; Abbey Ruin. 40m. Luffertaun Castle Ruin. CASTLEBAR; Court House, occupied by French, 1798.

152 GALWAY TO TUAM.

Description.—Class II. A very bumpy road (F.P. for 3m.) to Claregalway, with some short hills about 1 in 14; thereafter the surface is a trifle better, but it is a bumpy road to Tuam.

Measurements.—Galway,** Eyre Square.

6¾		Claregalway.*
20½	13½	Tuam.**

Notes.—Claregalway; Castle and Monastery (1299). Tuam; Cathedral, Cross.

153 GLENGARRIFF TO BEREHAVEN.

Description.—Class III. Surface excellent, but the way in which the road, threading its way among boulders and slabs of rock, is full of sharp turns and short steep ascents (mostly 1 in 12), makes this a very arduous ascent. At 4½m. there is a bad grade of 1 in 8†. After Adrigole the surface is not so good, and approaching Castletown is very bumpy.

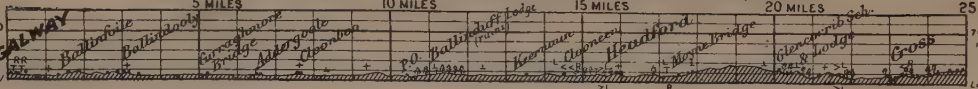
Measurements.—Glengarriff, P.O.**

11½	Adrigole Bridge.*
21¼	9¾ Castletown Berehaven.**

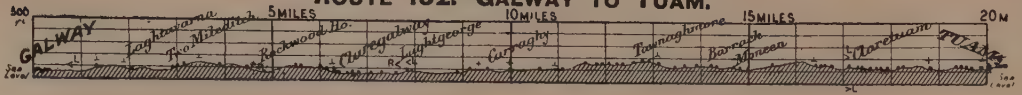
Notes.—The road commands fine views of Bantry Bay. 14m. to Adrigole Falls. Berehaven; Bere Island, fortified, Castletown Old Copper Mine, Dunboyne occupied by Spaniards 1601. Dursey Island, French landed 1798 and taken prisoners.

*Hotels or Inns at places marked *. Dangerous Hills †.*

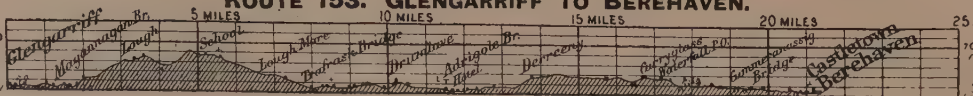
Route 151. Galway to Ballinrobe and Castlebar.



Route 152. Galway to Tuam.



Route 153. Glengarriff to Berehaven.



154 GLENTIES TO KILLYBEGS.

Description.—Class I. A very good undulating road to Ardara, where there is a steep descent (1 in 7); thereafter fairly good, but with a hill of 1 in 12 at 9m., and rough sections for 5m., after which excellent surface until near Killybegs, where it becomes bumpy.

Measurements.—Glenties.**

6¼ Ardara.**

16¼ 10¼ Killybegs.**

155 GLENTIES TO GWEEDORE & DUNFANAGHY

Description.—Class II. Good surface for 6m., but with stiff hills (3m. 1 in 14), poor to Gweebarra Bridge, fair to Cloghbolie Bridge, after which bumpy to Dungloe.

From Dungloe to Gweedore the road has good surface, but is easily broken up, to Crollybridge, thence good to Gweedore. From this point the surface improves, and it is a very fast smooth road to Bedlam—max. grade 1 in 22. Thereafter the road becomes hilly with stiff hills of 1 in 16 to Dunfanaghy. (Irish Milestones.)

Measurements.

Glenties,** or Portnoo** Hotel (same distance.)

7⅜ Gweebarra Bridge.

17⅜ 9¾ Dungloe.**

24⅞ 17¼ 7¾ Crollybridge.**

27⅞ 20¼ 10¾ 3 Gweedore Hotel.**

37⅜ 30¼ 20¾ 13 10 Falcarragh,** or Crossroads.

45⅜ 37¾ 28¼ 20½ 17½ 7½ Dunfanaghy,** Market House

Notes.—This popular coaching route goes through one of the most desolate semi-cultivated parts of Donegal. At Gweebarra Bridge the estuary is seen to advantage, but thereafter the road for some distance lies through boglands interspersed with rocks, providing the most miserable pastureland, and it is sometimes hard to distinguish the cabins, from the rocks edging through the bog. Some of the cottages in this district are said to be rented at 1/- per annum. The scenery is pretty at Crolly Bridge. The fine promontory of Hornhead is reached from Dunfanaghy. The sugar-loaf-shaped Errigal Mountain is the prominent feature on the route.

156 GLENTIES** TO PORTNOO.** 8⅜m.

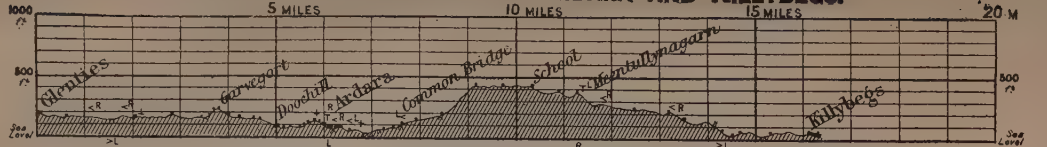
Description.—Class III. An undulating road with fair surface, but after 5m. rather steep, and with a rather dangerous turn on a hill of 1 in 9† at 7¼m. The road surface is fair but not good. The scenery of Gweebarra Bay is the great attraction of this part.

157 GLENTIES** TO DOOCHARRY.* 10⅜m.

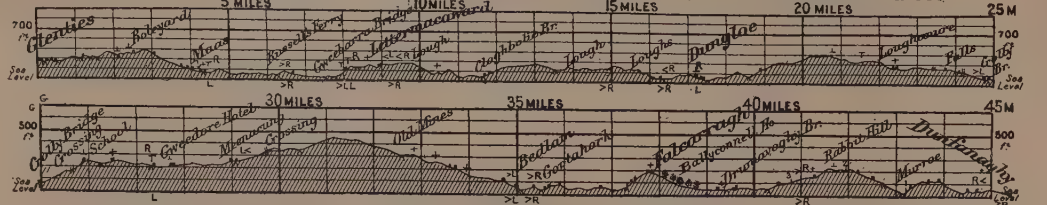
Description.—Class II. An uninteresting winding road of inferior surface. Uninhabited country.

*Hotels or Inns at places marked *. Dangerous Hills †.*

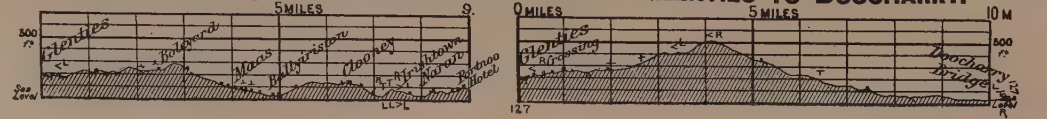
ROUTE 154. GLENTIES TO ARDARA AND KILLYBEGS.



ROUTE 155, GLENTIES TO DUNGLOE, GWEEDORE, AND DUNFANAGHY.



ROUTES 156 & 157. GLENTIES TO PORTNOO—GLENTIES TO DOOCHARRY.



158 GRANARD TO CASTLEPOLLARD.

Description.—Class II. An uninteresting bog road with good surface for the first 4m. to the level crossing. Thereafter a very inferior road to Coole, after which there is a steep 1 in 15 rise, followed by an easy but bumpy road.

Measurements.—Granard.*

	2⅛	Abbeylara.
7⅞	5⅝	Coole.*
12	9½	4⅛ Castlepollard.*

159 GREYSTONES TO GLENDALOUGH, &C.

Description.—Class II. The direct road is undulating and of excellent surface to Newtownmountkennedy, either by Delgany or Kilcoole, then a fairly good road but with a long bad grade of 1 in 8† (in 1905 the surface of the road was washed away), after which fairly good to Roundwood, with gradients mostly 1 in 14. Thence as Route 60.

The longer route by Ballyduff Cross Roads has excellent surface and the two mile ascent is seldom steeper than 1/13.

By Roundwood.			**Measurements.**	*By Ballyduff.*
Greystones.**			Greystones.**	
2¼ Delgany.**			5⅞ Newtown Mt.K.*	
(3⅜ — Kilcoole.)			16¼ 10⅜ Annamoe.	
5⅞	3⅝	2⅝ Newtown Mt.K.*	20½ 14½ 4⅛ Glendalough.**	
11⅞	9⅝	8⅝ 6 Roundwood.*		
18⅞	16⅜	15⅜ 13 7 Glendalough.**		

160 GWEEDORE TO DERRYBEG, &C.

Description.—Class III. The surface is good to Derrybeg, then poor with short steep gradients. Fords at 9¼ and 10⅜m. Route 155 is joined at Bedlam.

Gradients.—At 4⅜m. 1/13†; 5½m. 1/10†; 6¼m. 1/9†; 8m. 1/16; 9¼m. 1/8†; 9½m. 1/9†; 10m. 1/11†; 11⅜m. 1/14; 12m. 1/8†; 15⅜m. 1/15.

Measurements.—Gweedore,** Hotel.

	3½	Bunbeg, Church.
	5½ 1⅜	Derrybeg, Inn.*
	13¼ 9⅜	8 Bedlam.
	16½ 12⅝	10⅞ 2⅝ Falcarragh.*

161 HOWTH AND MALAHIDE TO SWORDS, &C.

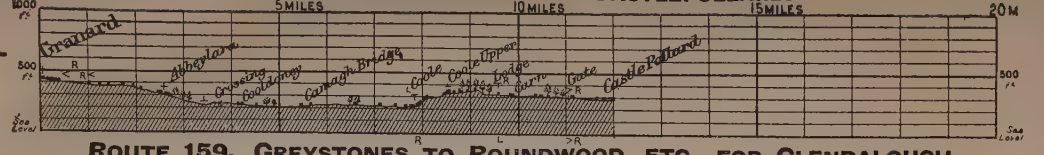
Description.—Class II. A level road of fairly good surface, then bumpy from Malahide to Swords. Thereafter it is an excellent though narrow road, with easy undulations to Ashbourne. Round Tower, Tower, and Church at Swords; otherwise the road is uninteresting.

Measurements.—Howth.**

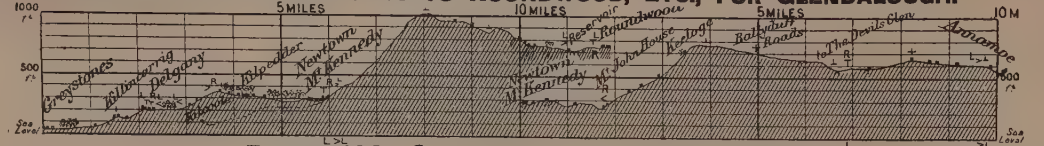
	2½	Baldoyle.
	7⅝ 5⅛	Malahide.**
	10⅞ 8⅜	3¼ Swords.*
20	17½	12⅝ 9⅛ Ashbourne.*

*Hotels or Inns at places marked.** *Dangerous Hills†.*

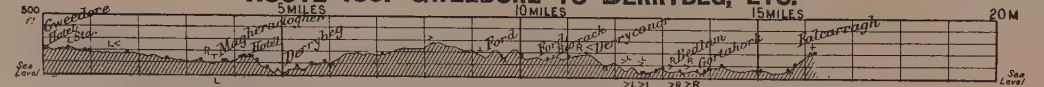
ROUTE 158. GRANARD TO CASTLEPOLLARD.



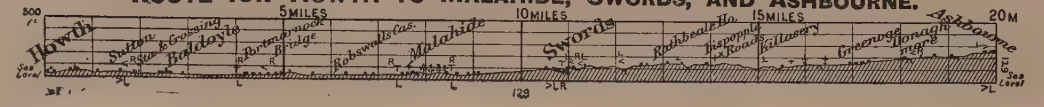
ROUTE 159. GREYSTONES TO ROUNDWOOD, ETC., FOR GLENDALOUGH.



ROUTE 160. GWEEDORE TO DERRYBEG, ETC.



ROUTE 161. HOWTH TO MALAHIDE, SWORDS, AND ASHBOURNE.



162 KELLS TO BAILIEBOROUGH.

Description.—Class II. A well made road, with easy gradients, but of inferior surface.

Measurements.			
Kells,** Headfort Arms.			
5			Moynalty.*
8	3		Mullagh.*
16	11	8	Bailieborough.**

Notes.—Bailieborough: Castle. An uninteresting road.

163 KELLS TO OLDCASTLE.

Description.—Class II. After the 1 in 14 hill in Kells, this is a good cross-country road, without much traffic, and with hills of 1 in 17 at 3, 5, and 10½m. There is a shorter road over Slieve na Calliagh at 9⅜m., but it is steep and dangerous, though 1m. shorter.

Measurements.		
Kells,** Headfort Arms.		
(6⅝		Crossakeel.)
13⅞		Millbrook.
15¼	1⅜	Oldcastle* (Route 268).

Notes.—1⅜m. Bective Tower, from which there is a fine view. 12½m. Lough Crew House. 13m. Naper's Dome.

164 KENMARE TO CORK.

Description.—Class II. F.P. for 1m. This is a hilly, bumpy road as far as Kilgarvan, with short pitches up to 1 in 12; but thereafter it becomes very good, and is an easy and very fair road, with little traffic, to Poulgorm Bridge, where Route 91 is joined; thence as described in that route.

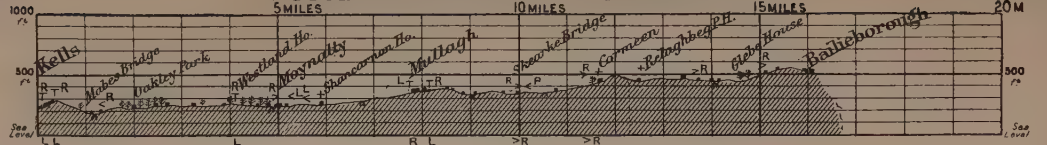
If going to Killarney by this road, turn L. at 14½m., joining Route 91 at Garries Bridge (44½m.). This is much the quickest route between the two places.

Measurements.				
Kenmare,** P.O.				
6½				Kilgarvan.*
9⅜	2⅞			Morley's Bridge.
14⅛	8¼	5⅜		Loo Bridge.*
24	17½	14⅜	9¼	Ballyvourney.*
58⅜	51⅞	49	43⅝	34⅜ Cork.** (Route 91.)
26	19½	16⅝	11¼	Killarney.**

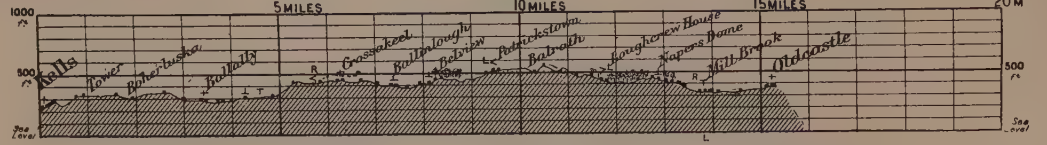
Notes.—This route has nothing like the fine scenery of the other parts of County Kerry. The road lies in the bottom of a valley, and is of no special interest.

Hotels or Inns at places marked *.

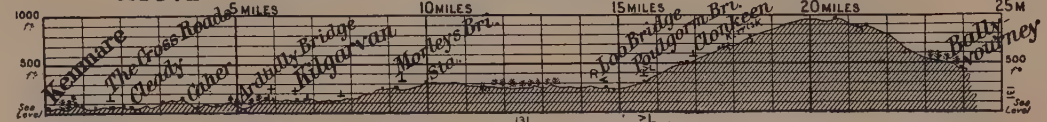
ROUTE 162. KELLS TO BAILIEBOROUGH



ROUTE 163. KELLS TO OLDCASTLE.



ROUTE 164. KENMARE TO BALLYVOURNEY FOR CORK *(Route 92.)*



165 KENMARE TO BANTRY.

Description.—Class II. This road is far above the average as regards quality. For the first 8m. the ascent is only noticeable at 6½m., 1 in 21; the road then ascends with a very stiff gradient (mostly 1 in 22, but bits 1 in 10 or 1 in 12), through three short tunnels to the summit tunnel, where the road is usually a quagmire

The descent to Glengarriff, also mostly 1 in 22, with 1 in 17 at 12½m., is stony, and not so good as on the Kerry side. For cyclists the ascent from either side is too lengthy and stiff to be taken easily, and some short pieces of 1 in 12 make the accomplishment a feat.

From Glengarriff to Bantry the heavy traffic on the road makes it very bumpy, while the short and very stiff hills, 17¼m. 1 in 12, 18m. 1 in 13, require care.

Measurements.—Kenmare,** P.O.

	11		Summit Tunnel.
16¾	5¾		Glengarriff,** P.O.
28	17	11¼	Bantry.**

Notes.—The scenery is not so fine as on the road from Killarney to Kenmare, but near Glengarriff it is very pretty, commanding views of the mountains and Glengarriff harbour.

166 KENMARE TO CAHIRCIVEEN.

Description.—Class II. For the first 4m. the road is very bumpy, then fair, with a 1 in 17 hill at 7¼m. to Blackwater Bridge. Thereafter the surface is much better, with gradients of 1 in 19 at 14 and 16½m., 1 in 25 at 18½m., 1 in 15-23 at 21m., and with the exception of a short piece near Parknasilla, where it is very bumpy, the road is very fair to Caherdaniel. At this point the surface improves, and the road is fast over the long hill—mostly 1 in 26 up, 1 in 27-21 down—to Waterville. After this the road becomes very bumpy, and there are steep hills of 1 in 16 at 40½m., 1 in 11-16 at 41m., 1 in 18 at 43m., and 1 in 14 at 45½m.

Measurements.

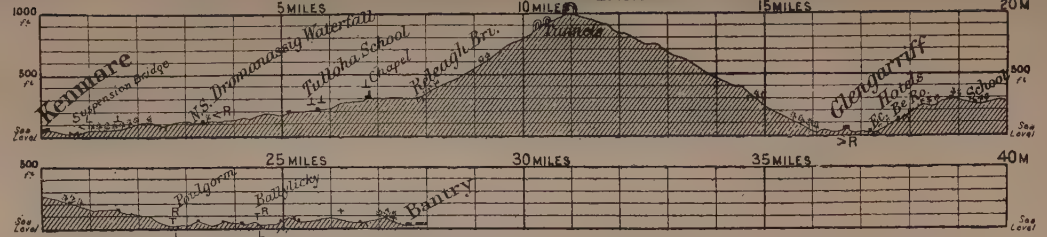
Kenmare.**

7⅜				Blackwater Bridge (Ref.).
14¼	6⅞			Parknasilla Hotel.**
16¼	8⅜	2		Sneem.*
29½	21⅝	15¼	13¼	Caherdaniel* (Derrynane Hotel,** 1½m.)
38	30¼	23¾	21¾	8½ Waterville,** Butler Arms Hotel.
48¼	40⅜	34	32	18¾ 10¼ Cahirciveen.**

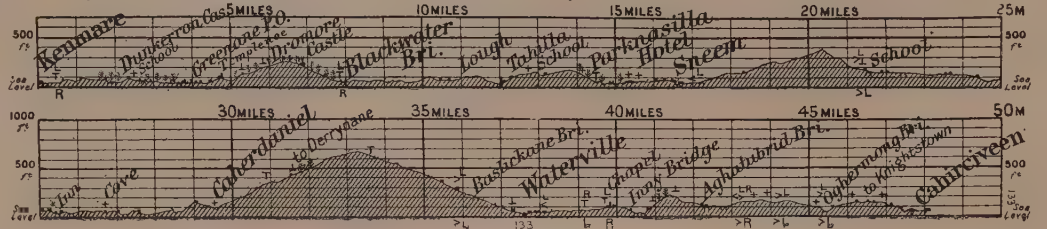
Notes.—The route commands constant views of the Caha Mountains, and between Caherdaniel and Waterville the panorama is very extensive. At Blackwater Bridge the river scene is very striking, as is the long narrow Lough Fadda at 11m. 2m. Dunkerron Castle. 6¾m. Dromore Castle. 14m. Derryquin Castle. 24½m. to Staigue Fort. 31m. Derrynane Abbey. Waterville: Lough Currane. Cahirciveen; Church. Valencia Island.

*Hotels or Inns at places marked.**

ROUTE 165. KENMARE TO GLENGARRIFF AND BANTRY.



ROUTE 166. KENMARE TO PARKNASILLA, WATERVILLE AND CAHIRCIVEEN.



167 KENMARE TO BEREHAVEN.

Description.—Class I. For 17m. this may be pronounced, without hesitation, to be the best road in Ireland. The road is broad, flat, and perfectly kept, with smooth surface to Derreen, and only one hill of 1 in 17-22 at 10¾m. Thereafter the road is Class II. and almost as good, but with patches of metal to Ardgroom. After 25¾m. it picks its way through rocks and slabs, up the mountain side, with innumerable sharp turns round rocks from 26m. to 28m., with pitches of 1 in 11-13, after which there is an easy ascent and descent to Castletown Berehaven. The direct road to Derreen over Knockgarriff being straight and with good surface, is used by motors. Cyclists use the level and winding road which follows the irregular coastline.

Measurements.—Kenmare.**

10	Barrack.		
17⅛	7⅛	Lauragh.*	
23⅝	13⅝	5½	Ardgroom.*
32¼	22¼	15⅛	8⅝ Berehaven.**

Notes.—Derreen House (Lansdowne). Castletown Berehaven: Old Copper Mines, Bere Island fortified, Dunboy Castle (Spaniards 1601).

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168 KILBEGGAN TO BANAGHER, &C.

Description.—Class II. An almost level road. Surface slightly bumpy, but of very fair quality to Clara, where very bumpy to Ballycumber; thence it is a capital road with some smooth stretches by Ferbane and Cloghan to Banagher, with 1 in 17 at 15¼m. After Banagher the road continues of fair surface on the level, to Eyrecourt, after which it is more hilly to Killimor, where Route 147 for Loughrea, is joined.

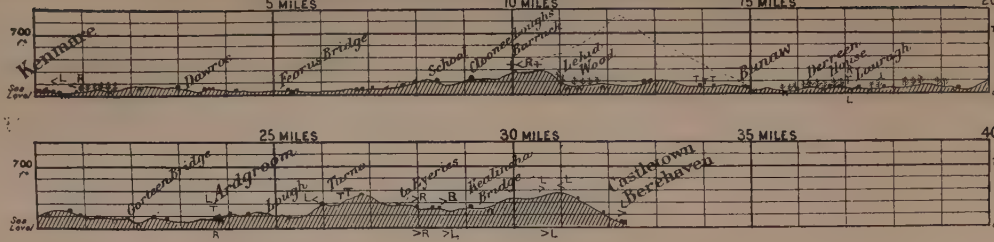
Measurements.

Kilbeggan.*						
5½	Clara.*					
8¾	3¼	Ballycumber.*				
16⅛	10⅝	7⅜	Ferbane.*			
20⅛	14⅝	11⅜	4	Cloghan.*		
25⅛	19⅝	16⅜	9	5	Banagher.*	
32	26½	23¼	15⅞	11⅜	6⅞	Eyrecourt.*
39¾	34¼	31	23⅝	19½	14⅝	7¾ Killimor.
52½	47	43¾	36⅜	32⅝	27⅝	20½ 12¾ Loughrea.**

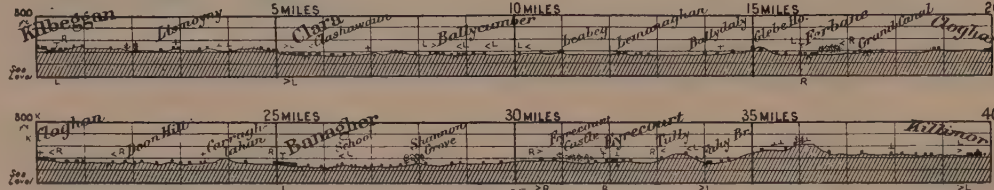
Notes.—CLARA: Mills. Ballycumber: Mills. 12¼m., Leamanaghan Castle Ruin. An uninteresting flat bog-road of no interest. Banagher: Old Fortifications.

Hotels or Inns at places marked *.

ROUTE 167. KENMARE TO BEREHAVEN.



ROUTE 168. KILBEGGAN TO CLARA AND BANAGHER, ETC., FOR LOUGHREA.



169 KILDARE TO ATHY.

Description.—Class II. An almost level road of inferior surface.

Measurements.—Kildare,* Market House.

	3½	Nurney.
13⅜	9⅞	Athy.**

170 KILKEE TO LEHINCH.

Description.—Class III. A very bumpy and rather intricate road for 13m., with three level crossings to Quilty, then superior surface. For Miltown Malbay, R. at 17½m.; for Spanish Point, L.

Gradients.—At ½m. 1 in 14; 15½m. 1 in 17.

Measurements.

Kilkee.**			
6⅞	Doonbeg.		
15½	8⅝	Quilty.	
19½	12½	3⅝	Miltown Malbay.*
18	11½	2½	Spanish Point** (Atlantic Hotel).
26⅝	18½	10⅞	8⅝ Lehinch.**

Notes.—The road is inland as far as Quilty; thereafter is fairly close to the shore. Bealaha: Caves. Doonbeg: Castle. Spanish Point: two Armada vessels wrecked.

171 KILKEEL TO HILLTOWN, &c.

Description.—Class III. From Kilkeel to Hilltown is a steep and very trying ascent, with gradients at ¼m. of 1 in 16; 6½m. 1 in 18; 7m. 1 in 12; 7¼m. 1 in 10. After the first 2m. the surface on the ascent is fairly good. The descent is over loose and rough surface, with a very bad S turn at 9½m., on a gradient of 1 in 8†. The last 2m. into Hilltown are of excellent surface. There are not many views on the ascent from Kilkeel, but on the north side a fine view is obtained of Co. Down.

From Kilkeel to Greencastle is a good road for 2½m., mostly with F.P., then it becomes bumpy, but with improving surface near Greencastle (which is only a Coastguard Station and pier). Follow the telegraph wire. The road affords splendid views of the Mourne Mountains.

Measurements.—Hilltown.*

12⅝	Kilkeel.*
17½	4⅜ Greencastle Pier.

172 KILKENNY TO MARYBOROUGH.

Description.—Class II. A fair undulating road joining Route 230 for Maryborough, at Durrow.

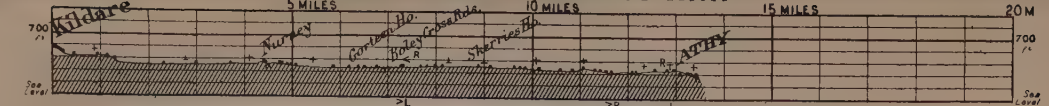
Measurements.—Kilkenny.**

11	Ballyragget.**	
16⅜	5⅜	Durrow.*
30⅜	19⅜	14¼ Maryborough.** (R. 230.)

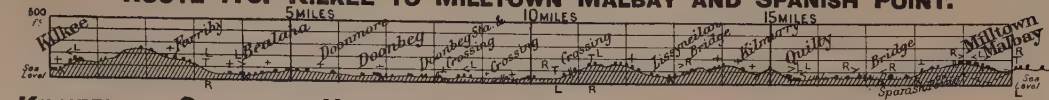
Notes.—Ballyragget; Castle.

Hotels and Inns at places marked. Dangerous Hills†.*

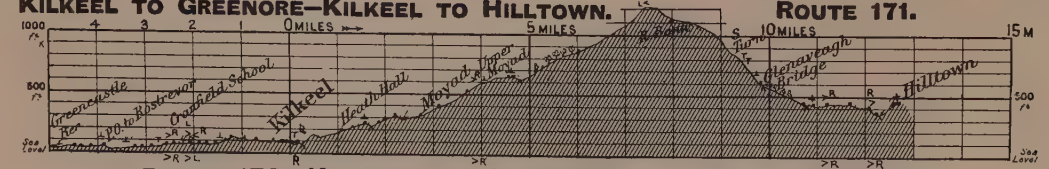
ROUTE 169. KILDARE TO ATHY.



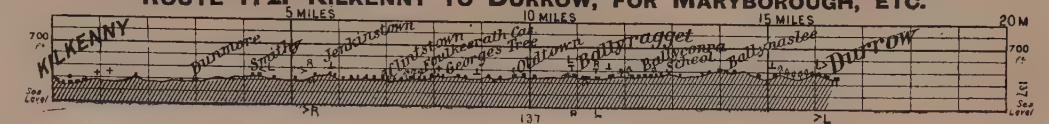
ROUTE 170. KILKEE TO MILLTOWN MALBAY AND SPANISH POINT.



KILKEEL TO GREENORE—KILKEEL TO HILLTOWN. ROUTE 171.



ROUTE 172. KILKENNY TO DURROW, FOR MARYBOROUGH, ETC.



173 KILKENNY TO CLONMEL.

Description.—Class I. An excellent undulating road, partly steam-rolled to Callan, thence fairly good but slightly bumpy surface to Ninemilehouse, after which it is good, and at Kilsheelan the fine steam-rolled road to Clonmel is joined. The only steep part is at 20½m., 1 in 14; the rest is 1 in 18.

Measurements.

Dublin.** (Route 65.)				
74⅜	Kilkenny.**			
84½	9⅞	Callan.*		
91¼	16⅝	7	Ninemilehouse.	
105⅞	31⅝	21½	14½	Clonmel.**

Notes.—Callan: Walls, Friary. 23½m., Kilcash Castle Ruin. CLONMEL: Walls, Gate, Church, besieged 1516, captured by Cromwell 1650.

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174 KILKENNY TO ENNISCORTHY.

Description.—Class II. The Carlow road for 5¾m. undulating and partly rolled. Thereafter a fairly good country road by Gowran to Goresbridge, where the road becomes very hilly to Borris, with gradients of 1 in 12 at 13m.; 1 in 14 at 14½m.; 1 in 13 at 15m.; 1 in 16 at 16½m.

From Borris the road ascends steeply, then is easy, with indifferently good surface to Ballymurphy, where there is a bad 1 in 10 ascent. Thereafter the four-mile ascent is well graded, quite easy, and of good surface to the summit of Sculloge Gap, followed by an equally well engineered descent to Kiltealy. Here follow the road marked on the plan, an excellent smooth road with very little traffic, and finely engineered till within 3m. of Enniscorthy, when there are hills of 1 in 17 and bumpy surface.

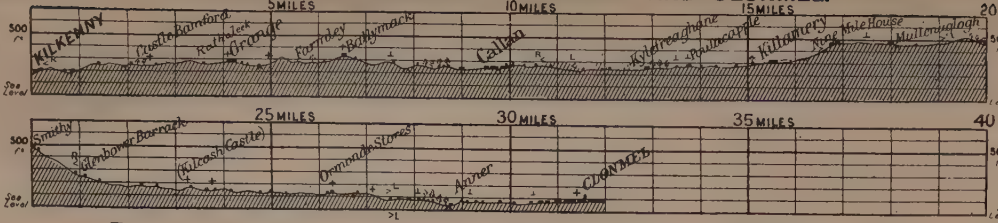
Measurements.

Kilkenny.**					
8⅞	Gowran.*				
12½	3⅝	Goresbridge.*			
16⅜	7⅞	4¼	Borris.**		
20½	11⅝	8	3¾	Ballymurphy.	
26½	17½	13⅝	9⅝	5⅝	Kiltealy.
36⅜	27½	23½	19⅝	15⅞	10¼ Enniscorthy,** Bridge.

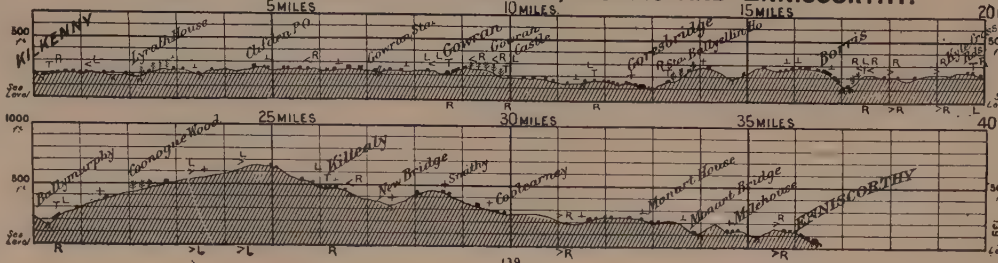
Notes.—9½m., Gowran Castle, destroyed 1650, Abbey, Ballyshanmore Castle. Borris: House. 25m., Sculloge Gap. ENNISCORTHY: Anglo-Norman Castle. Vinegar Hill: Fight 1798. Enniscorthy is finely situated on the Banks of the Slaney.

*Hotels or Inns at places marked **.*

ROUTE 173. KILKENNY TO CALLAN AND CLONMEL.



ROUTE 174. KILKENNY TO GOWRAN, BORRIS AND ENNISCORTHY.



175 KILKENNY TO CARRICK-ON-SUIR.

Description.—Class II. An undulating country road, partly rolled, and with some excellent stretches to Kells. Thereafter flatter to Kilmaganny, when there is a long 2m. ascent—mostly 1 in 20, but with portions 1 in 15—followed by a similar descent mostly 1 in 22. Thereafter the road is easy with excellent surface, partly rolled, to Carrick-on-Suir.

Measurements.

Kilkenny,** Victoria Hotel.			
8¼	Kells.*		
15	19¾	Kilmaganny.*	
24⅞	16⅝	9⅝	Carrick-on-Suir,**

Notes.—Kells: Monastery, Kilree Round Tower, and Church. The road is rather pretty near Cregg Bridge, 23m.

176 KILKENNY TO NEW ROSS.

Description.—Class II. An excellent and smooth easily undulating road by Bennetsbridge to Thomastown, then slightly hilly, with a bad hill—1 in 12—at 13¾m., after which the road is well graded by Inistioge—max. 1 in 18—to Garrett Bridge, thence very bumpy with steep ascent—1 in 14—to New Ross (F.P.). The sharp turns at all the bridges, and at 17m., especially this last, require care.

Measurements.

Kilkenny, **Victoria Hotel.			
5¼	Bennetsbridge.*		
10¾	5½	Thomastown.*	
15⅞	10⅝	5¼	Inistioge.*
26⅓	20⅞	15⅝	10½ New Ross,** Royal Hotel.

Notes.—Thomastown: Walls, Towers, Jerpoint Abbey. 18m. Clonamery Castle Ruin. Inistioge: Abbey, Castles, Walls destroyed 1649, Woodstock House. NEW ROSS: Gates and Walls destroyed by Cromwell 1649, Fight 1798, Mountgarrett Castle Ruins.

177 KILKENNY TO WATERFORD.

Description.—Class II. A practically level and well kept road, of very fair quality—far above the average—to Stonyford; thence slightly hilly but with splendid surface to Waterford (as Route 316). F.P. to Stonyford.

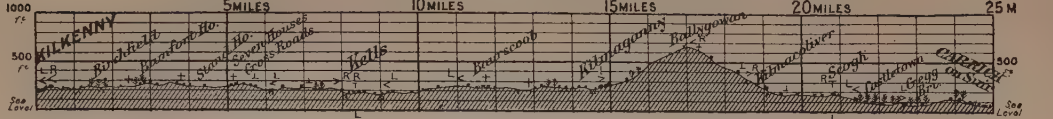
Measurements.

Kilkenny,** Victoria Hotel.			
8¼	Stonyford.		
13⅝	5⅜	Ballyhale.*	
29⅜	21⅛	15¾	Waterford,** Clock Tower (R. 316).

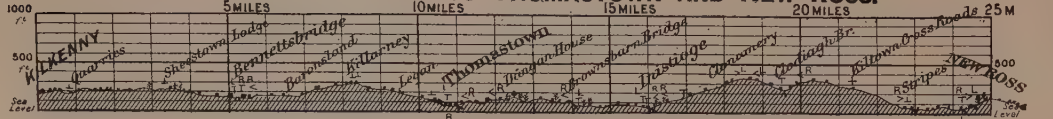
Notes.—The only picturesque points are the views of the Castle at Kilkenny, and on the Suir at Waterford.

*Hotels or Inns at places marked.**

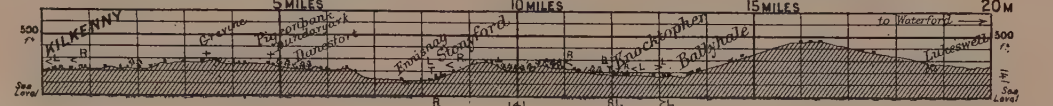
Route 175. Kilkenny to Kells and Carrick-on-Suir.



Route 176. Kilkenny to Thomastown and New Ross.



Route 177. Kilkenny to Ballyhale, etc., for Waterford.



178 KILKENNY TO THURLES.

Description.—Class II. An undulating road of fairly good surface to Freshford, then a trifle loose to Urlingford, where Route 230 to Cashel is joined; after leaving this route at 23¾m., the surface is fair till near Thurles, when the road becomes bumpy.

The direct road to Cashel by Killenaule being over the hills, this easy undulating road with very fair surface, joining Route 230 at Urlingford, is the best and easiest route.

Measurements.—Kilkenny,** Victoria Hotel.

9½				Freshford.*
18½	8¾			Urlingford.*
(37⅝	27⅞	19¼	10½	*Cashel.***)
25	15½	6¾		Two-mile Borris.
29⅜	19⅞	11⅛	4⅜	Thurles.**

Notes.—Thurles: Castle, Abbey Ruins, Holycross Abbey. There are numerous small ruined castles between Freshford and Thurles.

179 KILLARNEY TO KENMARE.

Description.—Class II. F.P. for 3½m. from Killarney. For the first 7m., the road being mostly under trees and the traffic heavy, the surface is poor and bumpy; thereafter the road ascends very steeply (1 in 11-8-11, dangerous), with moderately good surface to Looscaunagh Lough, after which it is very fair, then with steep pitches of 1 in 14 to the summit. From Windy Gap down to Kenmare the gradient is almost uniformly easy—1 in 23, but there are many bits of 1 in 15 and 17—and the surface on that side is much better. There are many sharp corners on this road.

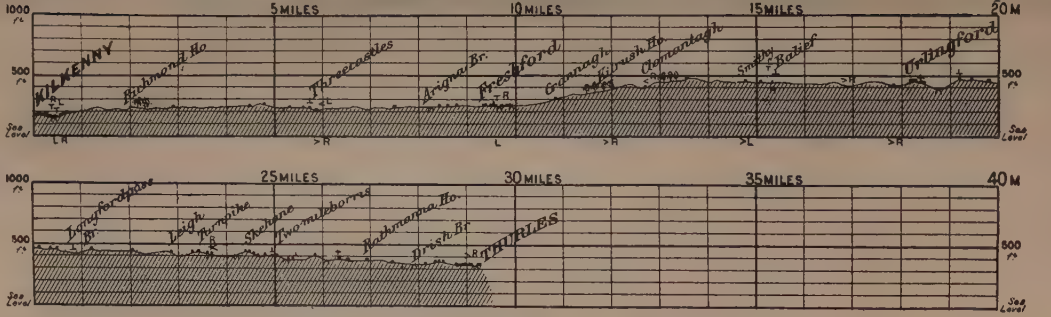
Measurements.

Killarney.**				
2⅝				Muckross,** Hotels.
10	7⅜			Mulgrave Barrack.
14	11⅝	4		Windy Gap (Summit 845 ft.).
20¼	17⅝	10¼	6¼	Kenmare.**

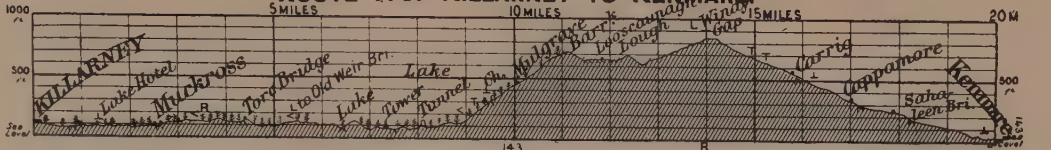
Notes.—This is one of the show routes of Ireland, and in either direction is most picturesque. The Killarney Lakes are not seen properly for the first 6m., then the road passes close to the lake, through the Tunnel, and along the Upper Lake. On the long ascent the view grows more extensive, and at the summit (a rock-cutting), the Gap of Dunloe, and the range of hills are seen to advantage; on the descent to Kenmare the Kerry Hills are on all sides. The view is best seen coming from Kenmare, when, turning the corner of rock at the summit, the hitherto invisible hills, lakes, and valleys, come into view. 3m. Muckross Abbey Gate. 4⅜m. Torc Waterfall; 7¼m. Tower; 8¼m. Tunnel. Kenmare: Convent, Suspension Bridge, &c.

Hotels or Inns at places marked *.

Route 178. Kilkenny to Urlingford and Thurles.



Route 179. Killarney to Kenmare.



180 KILLARNEY TO GLENCAR.

Description.—Class II. A bumpy road with F.P. for 4m., then fair surface to Beaufort Bridge, after which the road has very fair surface, with easy undulations, except one short hill—1 in 8—at 9½m. After the signpost at 11⅜m., the road is a long steady and easy rise of good surface, followed by an equally good descent to the Caragh River at 20⅜m. Thereafter the road becomes rough and loose; gradients 1 in 15 at 21½m., with 1 in 12 to 1 in 6† at the bad turn near summit. The descent is 1 in 8,† then 1 in 11 with a bad turn, then 1 in 16-13. After 26m. it is an easy but indifferent road to Waterville. For Cahirciveen turn R. at 27⅜m.—a poor road. For Glencar Hotel turn off at 19⅜m.

Measurements.

Killarney.**					
6¼	Beaufort.*				
10⅝	4⅜	Kilgobnet.			
18¼	12	7⅜	Gortnaloon Bridge.		
(20⅝	14⅜	10	2⅜	Glenear Hotel.**)	
24⅜	18½	13¾	6½	6¼	Summit, 1001 ft.
39¼	33	28⅝	21	21½	14⅞ Waterville.**
38⅞	32⅝	28¼	20⅝	20¾	14½ Cahirciveen.**

Notes.—A wooded road for 9m., then an open road through uninhabited country, with cottages at long intervals. Waterville: Lough Currane, fishing. This road passes through the heart of the mountains.

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181 KILLARNEY TO THE GAP OF DUNLOE.

Description.—Class III. The road is supposed to end at Gap Cottage, where the cars all turn, but adventurous cyclists can push up to the top, and go on over to the Owenreagh River, and scramble up the rough road to Windy Gap. A level road with bumpy surface, on account of the heavy traffic; broad for 4m., then a rather narrow country road with a 1 in 11† gradient on a bad turn at 7⅜m., and 1 in 9† at 10m. There is an immense amount of car traffic on this road, and the empty vehicles returning are a source of trial. There are continual relays of 'guides' and others. The road continues with a bad winding descent, mostly 1 in 12,† with three bad turns half way down, and ends at the Upper Lake (admission 1/-), from which boats return to Killarney; but there is a narrow and rather inferior road, which turns off at 13⅝m., joining Route 179 at Windy Gap, though the hills are very steep. Practically the whole of the traffic on this road is the circular car and boat excursion from Killarney.

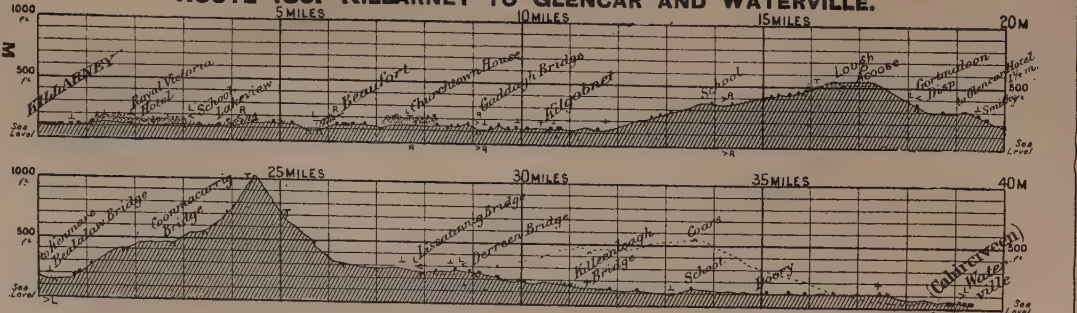
Measurements.—Killarney.**

7½	Kate Kearney's Cottage.	
10⅜	3¼	Gap Cottage.
14¾	7¼	4 Landing Place.

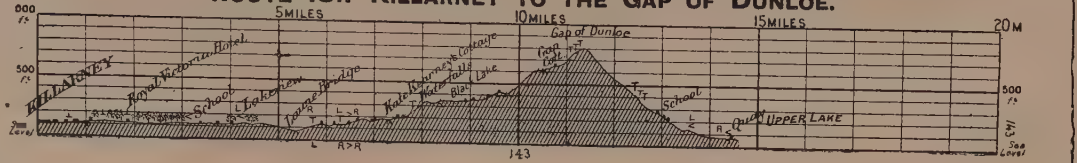
Notes.—A well-wooded road for 4m., with fine views of Tomies Mountain and Macgillycuddy's Reeks. At 7⅜m. there is a fine waterfall, and as the road winds up the steep valley to the Gap with its rocky sides, this forms one of the prettiest routes in the South of Ireland.

*Hotels or Inns at places marked *. Dangerous Hills.†*

ROUTE 180. KILLARNEY TO GLENCAR AND WATERVILLE.



ROUTE 181. KILLARNEY TO THE GAP OF DUNLOE.



182 KILLARNEY TO CAHIRCIVEEN.

Description.—Class II. For the first 3m. the road is very bumpy (but with F.P.); thereafter it improves and is an excellent road to Killorglin. From Killorglin to Glenbeigh the road is fairly good, but with many loose patches, and is slightly undulating. Thereafter it is a little better, and after Mountain Stage keeps high up on the hillside above the sea, commanding fine views of cliff and coast scenery. Turning inland, the road takes the long hills in easy grades, with very good surface. 2m. short of Cahirciveen the road becomes very bumpy. Knightstown Ferry —for Valentia Island—is 3¼m. further, a very bumpy road.

Measurements.

Killarney.**				Tralee.*	
13	Killorglin.*			16⅜	Killorglin.*
21½	8½	Glenbeigh Hotel.**			
28⅜	15⅝	7½	Public House.		
38⅜	25⅝	17½	10	Cahirciveen.**	

Notes.—The prettiest part of this route is between Mountain Stage and 29m. 3½m. to Aghadoe Church, Round Tower, etc. 4½m. to the Gap of Dunloe.

There is a fine Hotel at Caragh Lake (to the south at 17 and 18½m.).

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183 KILLARNEY TO DINGLE.

Description.—Class II. A bumpy road, under trees, with much traffic for 3½m., then an undulating country road of tolerably good surface to Milltown, after which bumpy to Castlemaine.

From Castlemaine to Dingle it is a continuously undulating road of very fair surface, joining the Tralee-Dingle road at Anascaul.

From Anascaul the road is finely engineered, gradients seldom exceeding 1 in 22, with a horseshoe bend at 31⅜m. and sharp turn at 33⅜m.

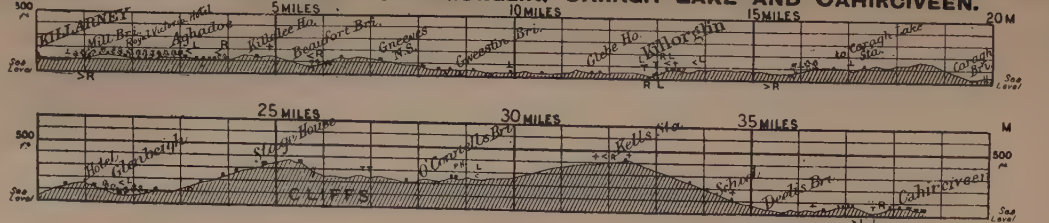
Measurements.

Killarney.**							
8¼	Listry.						
11½	3⅛	Milltown.*					
13⅜	5⅛	2	Castlemaine.*				
25¼	17	13⅞	11⅛	Inch.			
30⅜	22⅛	19	17	5⅛	Anascaul.*		
35½	27¼	24⅛	22⅛	10¼	5¾	Lispole,	
40⅜	32⅜	29½	27⅛	15⅜	11⅛	5⅜	Dingle.*

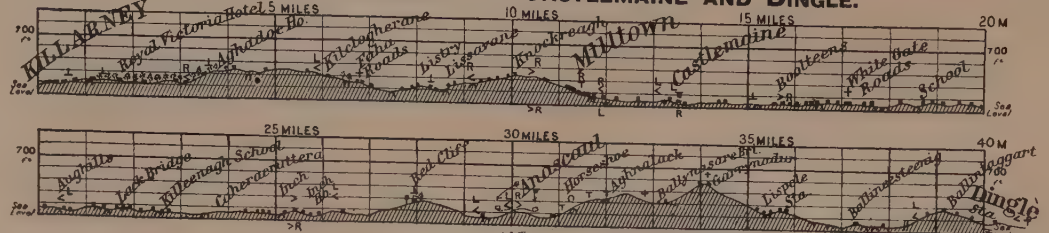
Notes.—3½m. to Aghadoe Church and Round Tower. Castlemaine: Castle demolished 1650. The road commands fine views of the Kerry Mountains. Dingle: Brandon Mountain, Smerwick (9m.), Raleigh massacred Spaniards 1580.

*Hotels or Inns at places marked.**

ROUTE 182. KILLARNEY TO KILLORGLIN, CARAGH LAKE AND CAHIRCIVEEN.



ROUTE 183. KILLARNEY TO CASTLEMAINE AND DINGLE.



184 KILLYBEGS TO CARRICK, &c.

Description.—Class II. A very hilly road. The surface is bumpy, but after Largy it improves and beyond Carrick, as there is little traffic, the surface is good.

Gradients.—At ½m. 1/12; 1½m. 1/17; 2m., 2¾m. and 3½m. 1/13; 5½m. 1/12; 6½m. 1/16; 8½m. 1/17; 11¼-14½m. mostly 1/24-25, but 13¾m. 1/19; 16m. 1/16; 16½m. 1/10; 16¾m. 1/8 (very dangerous turns).

Measurements.—Donegal,** (Route 103).

		17½	Killybegs.**
		28⅝	11½ Carrick.**
34⅝	17⅛	6	Glen Hotel.**

Notes.—The splendid cliff face of Slieve League (1972 ft.), near Carrick, is not visible from the road. It is the centre of attraction in this district. Glencolumbkille: Chapel, Well, Glenhead Tower.

185 KILRUSH TO KILLADYSERT (DIRECT).

Description.—Class II. An uninteresting inland road; surface fair. Gradient at 12½m. 1 in 15. The road nearer the coast is given in Route 131.

Measurements.—Kilrush.*

	9⅛	Kilmurray Macmahon, P.O.
17⅞	8¾	Killadysert.*

186 KINSALE TO BANDON.

Description.—Class II. A delightful run of very fair surface. Gradients; at 5½m. 1 in 22; 7½m. 1 in 14.

Measurements.—Kinsale*.

	10	Inishannon.*
14	4	Bandon.**

Notes.—3½m., White Castle. 11½m., Downdaniel Castle, across river. BANDON, Castle Bernard.

187 KINSALE TO CLONAKILTY.

Description.—Class II. A flat and pretty road, for 3½m., then exceedingly steep -1 in 13—with easy descent to Ballinspittle (observe closely the directions from 4½m. to 6½m. to avoid the 1 in 12 hill on the direct road), thence very fair surface to Harbour View.

At Harbour View there is a short bad ascent of 1 in 10† and descent 1 in 17, then a flat and rather bumpy section to Timoleague. Thereafter the road is exceedingly hilly, with short stiff hills of 1 in 13, surface tolerably good.

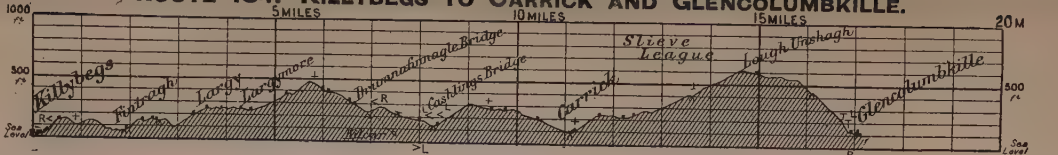
Measurements.—Kinsale.**

			6¾	Ballinspittle.*
		11⅞	5	Harbour View Hotel.**
	17¼	10⅝	5⅜	Timoleague.*
23⅝	16½	11⅛	6⅛	Clonakilty.**

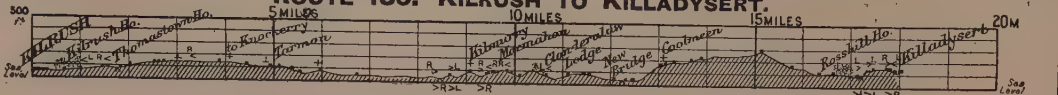
Notes.—A pretty route beside the water's edge, from 1 to 3½m. and from 10½ to 16½m. Timoleague: Abbey Ruin.

*Hotels or Inns at places marked.** *Dangerous Hill.†*

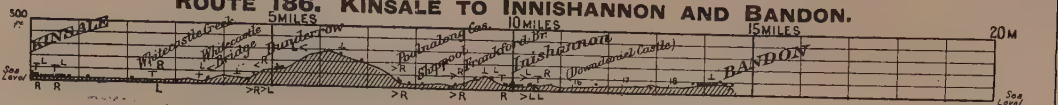
Route 184. Killybegs to Carrick and Glencolumbkille.



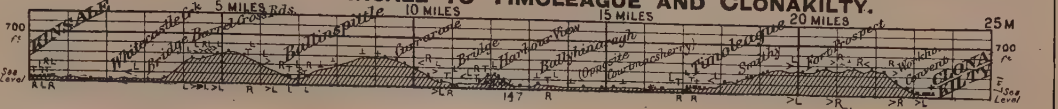
Route 185. Kilrush to Killadysert.



Route 186. Kinsale to Innishannon and Bandon.



Route 187. Kinsale to Timoleague and Clonakilty.



188 LARNE TO PORTRUSH.

Description.—Class I. The direct route from Belfast is by Ballymena (Route 50), but from a tourist's point of view this splendid coast road is the best. (English milestones.)

The road is almost dead level, and runs for 25m. close by the sea. The surface is steam rolled to Carnlough and far above the average, except at three points, at 11¾m., 18m., and 20½m., where the quarry traffic spoils the road for a short distance.

From Carnlough it is a fine smooth level road in splendid condition to Glenarriff, then bumpy to Cushendall. From Cushendall the road is very bumpy for 2m., but after the fork, is a smooth, fast, and splendidly engineered road, taking the long ascent in gradients scarcely ever above 1 in 22, and descending gently for 4½m., where there is a 1 in 17 descent to Ballyvoy, then easy to Ballycastle.

From Ballycastle, the route given here is well engineered, but is a little loose to Ballintoy Schoolhouse, when it becomes undulating, with very fair surface to Bushmills, after which a trifle bumpy, with tramway alongside to Portrush. The direct road from Ballycastle to Ballintoy is over bad hills up to 1 in 8.

Measurements.

Belfast,**				Bank.			
24⅜				Larne.**			
20		5¾		Halfway House.*			
36¼	12		6¼	Glenarm.**			
39	14¾	9		2¾	Carnlough.**		
42¾	18⅝	12¾	6⅝		3¾	Carron Tower Hotel.**	
47⅜	23⅜	17⅜	11⅜		8⅜	4¾	Glenarriff.*
49⅜	25¼	19⅜	13¼	10⅜		6¼	1¾ Cushendall.**
65¼	41	35¼	29	26¼	22⅜	17⅜	15⅝ Ballycastle.**
(72¼	48⅜	42¾	36⅝	33⅜	30	25¼	23¼ 17½ Ballintoy.)
(78½	54¼	48⅜	42¾	39⅜	35¼	30¾	29 13¼ 7⅝ Giants' Causeway.**)
78¾	54¼	48½	42¼	39½	35⅝	30⅞	29½ 13¼ 7¼ 2½ Bushmills.*
81¼	60⅛	54⅜	48⅛	45⅜	41½	36¾	35 19⅝ 13⅝ 8 5⅝ Portrush.**

Principal Objects of Interest.—2¼m. Blackcave Tunnel; 4½m. Carn Castle; 10½m. M'Auley's Head. Glenarm; Castle. Carnlough: Quarries. 42¾m. Garron Tower and Cliff; 21m. O'Neil's Grave (Redhand). Glenarriff; Falls (see Route 31); 24m. Tunnel, Redbay Castle. Cushendun Viaduct, 1836. Ballycastle: Fair Head, Rathlin Island. Ballintoy; the famous Carrick-a-rede. 49¾m. Dunseverick Castle. The unrivalled "Giants' Causeway." 56⅝m. Dunluce Castle, and the Cliffs between there and Portrush. The Mull of Kintyre and very often Jura, in Scotland, are visible at most points.

189 LARNE TO ANTRIM.

Description.—Class II. A bumpy road for the first 3m., after that fair surface, partly steam rolled to Ballyclare. Thereafter the road is a little bumpy and inferior, but is being improved to Templepatrick, thence a fine broad road, mostly steam rolled, to Antrim. The road by Doagh is more hilly.

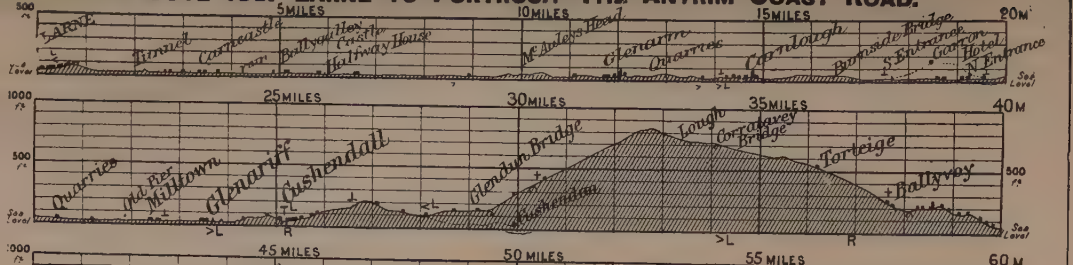
Measurements.

Larne.**					Larne.**		
8		Ballynure.*			10⅜		Ballyclare.*
10⅜	2⅜		Ballyclare.*		12¼	2⅜	Doagh.
16⅜	8¼	6⅜		Templepatrick.*	14¼	4⅛	2½ Parkgate.
22¼	14¼	11⅛	5½	Antrim.**	21⅜	11	8⅝ 6⅛ Antrim.**

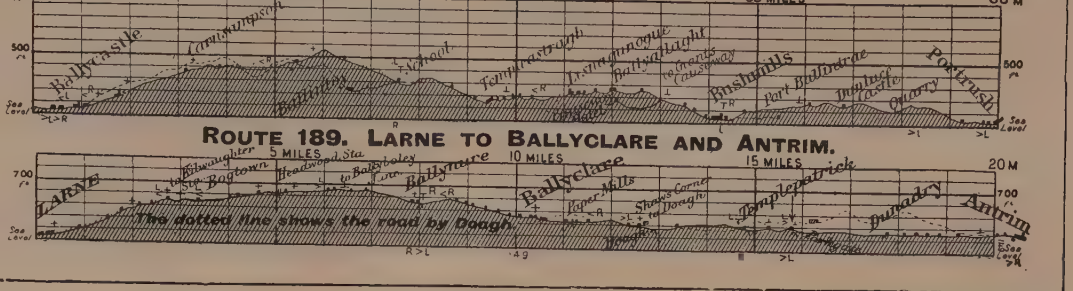
Notes.- Mills at Ballynure and Ballyclare. ANTRIM: Round Tower, Castle, Fight 1798.

*Hotels or Inns at places marked.**

ROUTE 188. LARNE TO PORTRUSH—THE ANTRIM COAST ROAD.



ROUTE 189. LARNE TO BALLYCLARE AND ANTRIM.



190 LEENANE TO MAAM, &C., FOR GALWAY.

Description.—Class II. An indifferently good road, with a 1 in 18 ascent—part 1 in 13—from Leenane. Then easy and of rather good surface to Maam Inn. Thereafter there is a stiff hill—1 in 17—but with quite good surface, and a 1 in 15-17 descent, with patchy surface, to Maam Cross level crossing. Here turn L. for Galway, by Route 149.

The road on to Screeb Lodge (Route 150) is good, though narrow.

Measurements.—Leenane Hotel.**

9		Maam Inn.*
13¾	4¾	Maam Cross.*
19½	10½	5½ Screeb Lodge.

191 LEENANE TO RENVYLE.

Description.—Class III. A splendid level road for 2m., then a long rise—mostly 1 in 23—of fine surface to the fork at 4m.; thence a capital road, usually with fine surface, but with a good many patches of metal along Lough Fee, and in the narrow Pass into Lough Muck. On reaching the coast, the road has better surface, but the hills are fairly stiff, mostly 1 in 14—quite short—and a very stiff one, 1 in 6†, at 12m. Thence easier to Renvyle, but 1 in 15 at 13½m. For Letterfrack turn L. at Tully Cross, a continually undulating road, with a bad 1 in 6† grade at 14½m.

Measurements.—Leenane.**

6¾			Salrock Fork—to Salrock Ch. 1m.
12¾	5⅞		Tully Cross.*
15½	8½	2⅝	Renvyle Hotel.**
15½	8⅝	2¾	Letterfrack.**

Notes.—A pleasant run beside Killary Harbour, alongside Lough Fee and Lough Muck, then a fine coast road to Renvyle Hotel, with splendid views of the mountains.

192 LISDOONVARNA, LEHINCH, &C., TO THE CLIFFS OF MOHER.

Description.—Class II. *From Lisdoonvarna:* after the 1 in 12 descent, it is an easy road, with excellent surface, to the Cliffs.

From Miltown Malbay: a fine easy road till within 4m. of Lehinch, when a series of short steep pitches and sharp turns considerably spoil the road. The hill at 3m. (1 in 9) requires care.

From Lehinch: the road is level, with fairly good surface, considering the heavy traffic to Liscannor, (Quarry level crossing). At 4½m. R. up a bad 1 in 8†-14-17 ascent to O'Brien's Monument, followed by an easier rise of 1 in 13 (bits 1 in 11) to the Gate for O'Brien's Tower; then mostly 1 in 17.

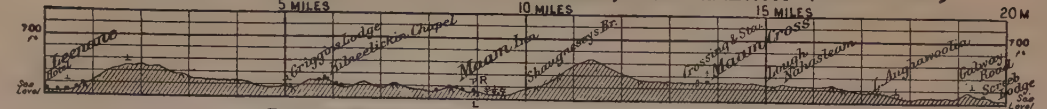
Measurements.—Lisdoonvarna.**

7½				Cliffs of Moher (Gate).
11½	3⅝			Liscannor.*
14⅝	6⅝	3		Lehinch.**
—	13⅞	10½	7½	Miltown Malbay.*
—	15	11⅜	8⅜	Spanish Point.**
—	33	29⅜	26⅜	18 *Kilkee.***

Notes.—The Cliffs of Moher stretch from Hags Head to beside O'Brien's Tower, and descend to the water's edge in a sheer precipice of from 4-580 ft. C. O'Brien, Esq., of Birchfield, Liscannor (cir. 1840), laid out the View Tower, Stables, and Pathways, etc. (now all derelict), and the best views are obtained from these points.

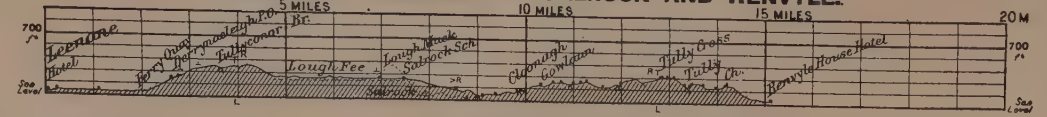
*Hotels or Inns at places marked *. Dangerous Hills †.*

ROUTE 190. LEENANE TO MAAM CROSS, FOR GALWAY (*Route 149.*)

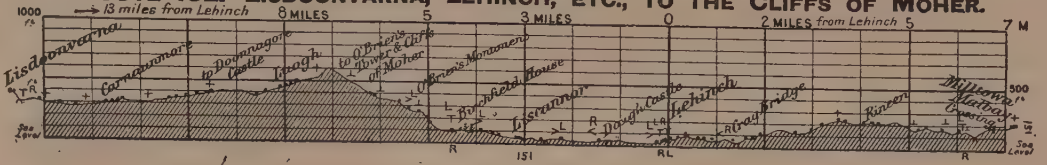


Route 149 is crossed at 13¾m. Route 150 is joined at 19¼m.

ROUTE 191. LEENANE TO SALROCK AND RENVYLE.



ROUTE 192. LISDOONVARNA, LEHINCH, ETC., TO THE CLIFFS OF MOHER.



193 LETTERKENNY TO DUNFANAGHY.

Description.—Class II. A rather hilly road, with a tendency to be bumpy. (Irish Milestones).

Gradients.—At ½m. 1/16†; 2¾m. 1/15; 4½m. 1/17; 5¼m. 1/16; 10½m. and 12½m. 1/19; 15½m. and 16¾m. 1/16; 17½m. 1/11†; 18m. and 19¾m. 1/14†; 19¼m. 1/8†.

Measurements.—Letterkenny,** Court House.

6¾ Kilmacrenan.**

16 9¼ Creeslough.**

22⅝ 15⅞ 6⅝ Dunfanaghy,** Market House.

Notes.—Kilmacrenan: Doon Well. 11m. Barnes Gap. Muckish is very prominent. Approaching Dunfanaghy, Horn Head comes into view, with the great sand hills to the west.

194 LETTERKENNY TO ROSAPENNA.

Description.—Class II. A broad, well engineered, but rather bumpy road to Ramelton (bad hill, 1 in 10), after which better surface to Milford. Thereafter the surface improves, and is a capital road to Rosapenna. (Irish Milestones.)

Measurements.—Letterkenny.** Court House.

8 Ramelton.*

12¼ 4¼ Milford.**

22⅜ 14⅜ 10¼ Carrigart.

24½ 16½ 12½ 1¾ Rosapenna Hotel.**

Notes.—15m. Cratlagh Wood, Earl Leitrim murdered. A pleasant run alongside Milroy Bay for 8m.

195 LETTERKENNY TO DUNGLOE.

Description.—Class III. A bumpy road for 5m., then fairly good to Glendowan, after which the road, though a trifle stony, is of excellent surface, with not much traffic. The gradients are comparatively easy, excepting at 8½m. 1 in 13; 10m. 1 in 12; 14½m. and 16¾m. 1 in 17; 17¼m. 1 in 16.

Measurements.—Letterkenny,** Court House.

11⅞ Glendowan.*

24⅝ 12⅞ Ducharry Bridge.*

32⅝ 20¾ 8 Dungloe.** (R. 299).

Notes.—Glenveagh: Deer Forest.

196 LETTERKENNY TO FALCARRAGH.

Description.—Class III. As Route 193 to Kilmacrenan, then poor surface, along which a track can usually be picked. For the road by Churchill see Route 198. Very rough on the bad ascent (1 in 12-10†) to the Gap of Muckish, and on the bad 1 in 11† descent.

Measurements.—Letterkenny,** Court House.

6¾ Kilmacrenan.*

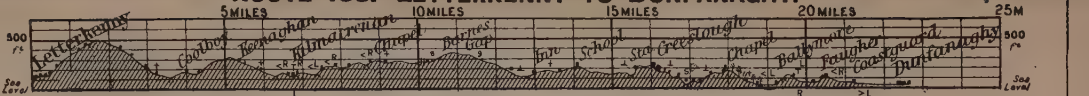
14⅝ 7⅞ Glenveagh Barrack.

24⅛ 18 10⅛ Falcarragh.**

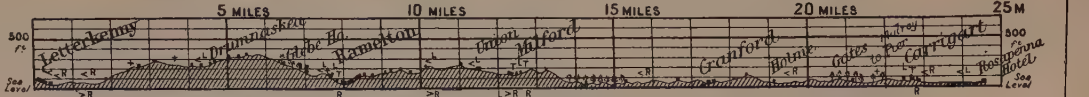
Notes.—The Road passes over the shoulder of Muckish.

*Hotels or Inns at places marked **. Dangerous Hills †.*

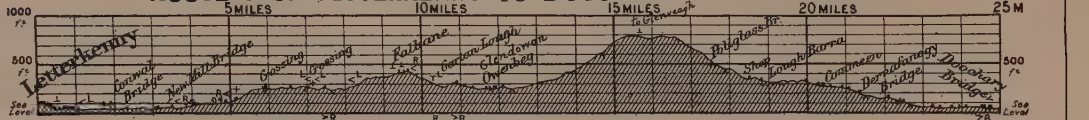
Route 193. Letterkenny to Dunfanaghy.



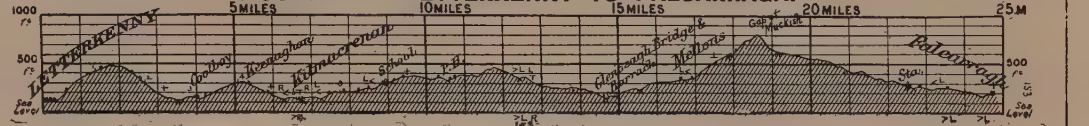
Route 194. Letterkenny to Milford and Rosapenna.



Route 195. Letterkenny to Doocharry. for Dungloe.



Route 196. Letterkenny to Falcarragh.



197 LETTERKENNY TO GLENTIES.

Description.—Surface poor and bumpy for 5m., then a wonderfully good though very stiff road to Fintown, after which undulating, with fair surface, to Glenties.

Gradients.—At 8½m. 1 in 18; 10½m. 1 in 13; 11½m. 1 in 12; 12m. 1 in 16; 13½m. 1 in 12; 13¾m. 1 in 13; 15m. 1 in 10; 18¾m. 1 in 15.

Measurements.—Letterkenny,** Court House.

18¾	Fintown Inn.*
27½ 8¾	Glenties.**

Notes.—An uninteresting route for 8m., then an open road through almost uninhabited country to Fintown, when the road becomes even more open through semi-bog country, in the middle of the mountains.

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198 LETTERKENNY TO GWEEDORE.

Description.—A bumpy road for 5m., then an undulating road with fair surface, but very steep to Churchhill. The road continues good for 2m., but soon becomes loose and stony to Glenveagh Barracks; thereafter the road is only tolerably good on the ascent, though well graded, and is easy on the descent to Dunlewy. Thereafter undulating with very fair surface to Gweedore. The road to Glenveagh Barracks, by Kilmacrenan (Route 196), is shorter and easier.

Gradients.—At 4½m. 1 in 17; 8¼m. 1 in 12; 10m. 1 in 10; 10¼m. 1 in 14; 10½m. 1 in 10; 11½m. 1 in 15; 12½m. 1 in 13-16; 14¼m. and 16m. 1 in 14; 16½m. 1 in 18; 19¾m. 1 in 19; 22½m. 1 in 16; 25m. 1 in 18; 25½m. 1 in 15.

Measurements.

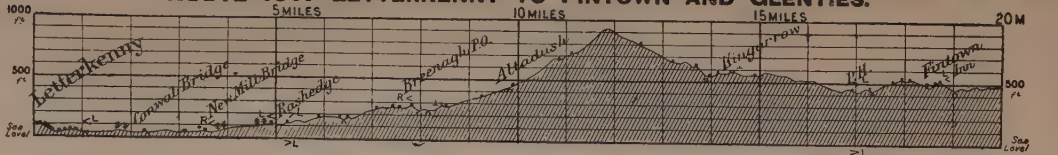
Letterkenny,** Court House.

9½	Churchhill.*		
16⅛	6⅝	Glenveagh Barracks.	
25⅝	15⅞	9¼	Dunlewy Inn.*
30	20½	13⅞	4⅝ Gweedore Hotel.**

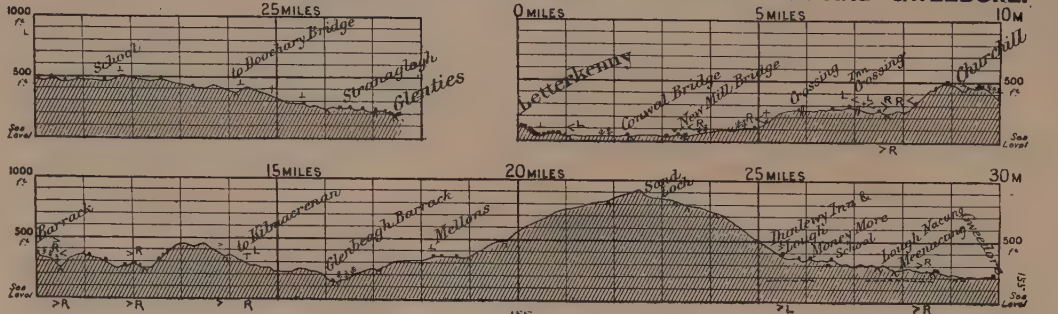
Notes.—Churchhill: Gartan Lough, Fishing. Thereafter a desolate road through uninhabited country, and as there are no signposts, it is almost essential that a Map be carried, as no one may be met for hours, to give direction. The road passes over the shoulder of Errigal Mountain, and has a fine view of Dunlewy Lough, and the Poisoned Glen.

Hotels or Inns at places marked, and at Gartan Lough.***

ROUTE 197. LETTERKENNY TO FINTOWN AND GLENTIES.



ROUTE 198. LETTERKENNY TO CHURCHILL AND GWEEDORE.



199 LETTERKENNY TO STRANORLAR.

Description.—Class II. A well-engineered road, taking the hills very gradually, with fair surface for 4m., followed by poor surface, then fair again on the descent, good on the slight ascent, and rather bumpy on the hill into Stranorlar. (Irish milestones.)

Gradients.—At 1½m. 1 in 18; 2½m. 1 in 20; 8¼m. 1 in 22; 11½m. 1 in 19.

Measurements.—Letterkenny,** Court House.

	3¾	Listellian.
12⅝	8⅞	Stranorlar.**

Notes.—A winding road, through open moorland.

200 LIMAVADY TO BALLYMONEY.

Description.—Class II. An uninteresting route through the mountains, commanding no extensive views. This route is best taken in the reverse direction.

A bumpy road for 2m., then a long ascent of fairly good surface; gradients at 2½m. 1 in 17, then 1 in 22; 4½ and 5½m. 1 in 14 (short), then mostly 1 in 19 to summit; thereafter the road is quite good, having little traffic, and no gradients above 1 in 17. After Ringsend it becomes bumpy, and although of fairly good surface, with the steeper gradients 1 in 20, it is not a fast road to Ballymoney. The usual route between these two points is round by Downhill and Coleraine.

Measurements.—Limavady.**

9			Ringsend.*
11½	2½		Two Bridges.*
14½	5¼	2¾	Aghadowey Station.
15⅝	6⅜	4⅛	1⅜ Agivey.
19⅜	10⅛	8¼	5⅝ 4¼ Ballymoney.**

201 LIMAVADY TO DUNGIVEN.

Description.—Class II. A bumpy road, continually undulating, with gradients of 1 in 17 at 1½m., 1 in 15 at 5m.

Measurements.—Limavady.**

	4⅞	Drumadeen.
9	4⅛	Dungiven*.

Notes.—Agricultural country. Dungiven: Castle Ruin (1618), Abbey.

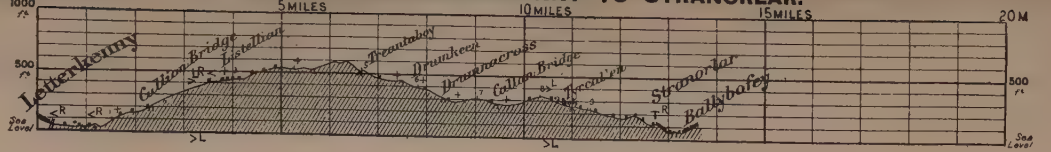
202 LOUGHREA** TO ATHENRY.** 12m.

Description.—Class III. A bumpy road, with fair surface, and not much traffic.

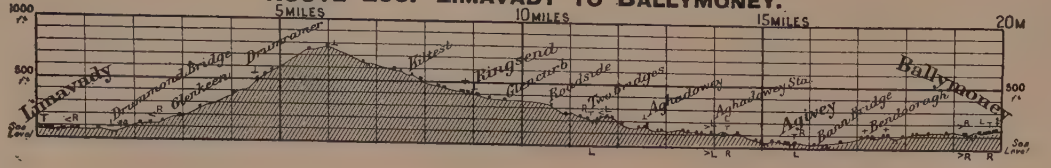
Notes.—4½m. Dunsandle. Athenry: Walls, Gates, Friary Ruins.

*Hotels or Inns at places marked **.*

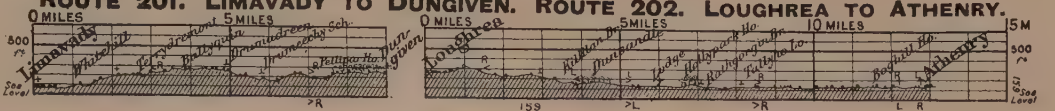
ROUTE 199. LETTERKENNY TO STRANORLAR.



ROUTE 200. LIMAVADY TO BALLYMONEY.



ROUTE 201. LIMAVADY TO DUNGIVEN. ROUTE 202. LOUGHREA TO ATHENRY.



203 LIMERICK TO DUBLIN.

Description.—Class I. The road is very rough and bumpy for the first 1½m., but thereafter it becomes very good, with easy hills (and F.P.) almost the whole way to Nenagh. After that it continues of uniformly good surface, with very slight gradients to Roscrea.

Thence to Maryborough the surface is excellent, though the road is a little up and down. The surface on this road is rather above the average, and the hills are all well graded.

Measurements.

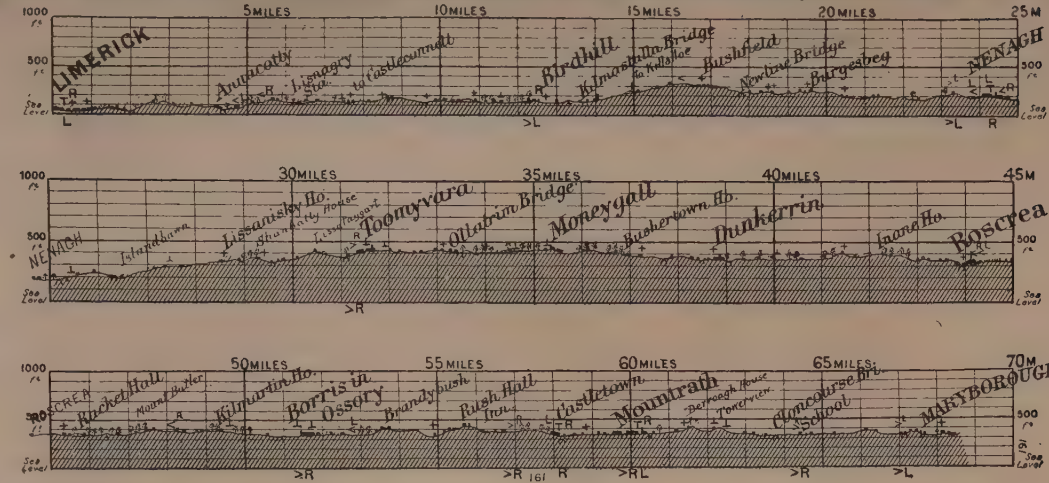
Limerick,** Sarsfield Street.								
12¼	Birdhill.							
24⅜	2⅛	Nenagh.**						
31⅜	9⅛	7	Toomyvara.					
35⅜	23⅛		4	Moneygall.				
38⅝	26⅜	4¼	7¼	3¼	Dunkerrin.			
44⅛	31⅞	9¾	12¾	8¾	5½	Roscrea.**		
51⅜	39⅛	27	20	16	12¾	7¼	Borris-in-Ossory.	
59⅞	47⅝	35½	28½	24½	2	¼	5⅝	8½ Mountrath.*
68	55¾	43⅝	36⅝	32⅝	29⅜	23⅝	16⅝	8⅛ Maryborough.**
119⅜	107⅛	95	88	84	80¾	75¼	68	59¼ 51⅜ Dublin.**

Notes.—There is very little scenery on the route, and those wishing a more picturesque way, are recommended to go by the road past the Shannon Rapids (Falls of Doonass) at Castle Connell, through O'Brien's Bridge, and Killaloe—generally fairly close to the River Shannon—thence by the road overlooking Lough Derg to Nenagh. This forms a very pretty route, as the view over Lough Derg is fairly extensive. There is a fine Castle turret at Nenagh, and a Round Tower and Castle at Roscrea.

Devil's Bit Mountain is nearly always in view between Nenagh and Roscrea.

*Hotels or Inns at places marked.**

ROUTE 203. LIMERICK TO NENAGH AND MARYBOROUGH, FOR DUBLIN.



204 LIMERICK TO KILLALOE &C.

Description.—Class II. Of the three routes to Killaloe, the direct road by Cloonlara, 13⅝m., has fair surface and easy gradients.

The Picturesque route by Castle Connell, 15⅞m., is an undulating road, partly steam-rolled, with F.P. to Castle Connell; stiff hill at 7¼m. (1 in 15), then undulating, with fair surface to O'Brien's Bridge, then improving surface to Killaloe, with 1 in 17 at 13½m.

The broad road by Birdhill is partly steam-rolled. F.P. to Fork (5½m.), then improving surface (partly steam-rolled by now, probably,) to Killaloe.

From Killaloe to Scarriff the road has fair surface the whole way, but there is a bad hill at 21¾m.—1 in 14—and 1 in 17 at 23½ and 25½m.; otherwise the road is easy.

Measurements.—Limerick,** Sarsfield Street.

8			Castleconnell.**
11⅛	3⅛		O'Brien's Bridge.
15¾	7¾	4⅝	Killaloe.** (Route 251.)
27	19	15⅞	14¼ Scarriff.* (Route 134.)

Notes.—Killaloe: Cathedral (1160), Mausoleum Brian Boru. Castleconnell: Rapids of Doonass, O'Brien's Castle. There is a fine view of Lough Derg from the road over to Scarriff.

205 LIMERICK TO KILMALLOCK, &C.

Description.—Class II. An easy but rather bumpy road almost the whole way; the gradients are easy, but as a through route to Cork it is both longer and inferior to the route by Patrickswell.

Measurements.—Limerick,** Sarsfield Street.

10				Grange.
15⅛	5⅛			Bruff.
20⅜	10⅜	5⅛		Kilmallock.**
26½	16½	11⅜	5⅞	Charleville.* (R. 209.)
65	55	49⅞	44½	38½ Cork.* (R. 98.)

Notes.—Grange: Druidical Circle. Kilmallock: Castle, Gates, Walls, Church, Abbey, destroyed 1650, 1690. Charleville: burned 1690.

206 LIMERICK TO ENNIS.

Description.—Class II. An uninteresting road, rather bumpy, taken as a whole, almost all the way.

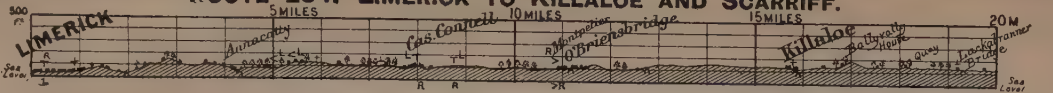
Measurements.—Limerick.**

6½			Cratloe Station.
14⅝	8⅛		Newmarket-on-Fergus.*
19⅞	13⅜	5¼	Clarecastle.*
22½	15⅞	7⅝	2⅜ Ennis.**

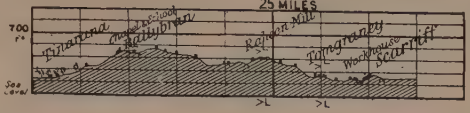
Notes.—5½m. Cratloe Wood. 8¼m. Bunratty Castle (1277). 16¼m. Dromoland Castle. Clarecastle: Castle, Abbey (1194). Ennis: Court House.

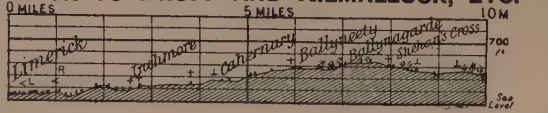
*Hotels or Inns at places marked *.*

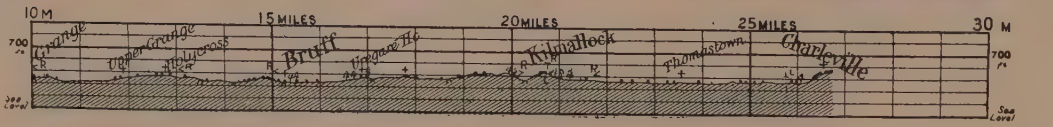
Route 204. Limerick to Killaloe and Scarriff.



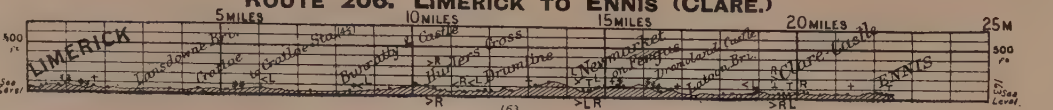
Route 205. Limerick to Bruff and Kilmallock, etc.







Route 206. Limerick to Ennis (Clare.)



207 LIMERICK TO KILLARNEY.

Description.—Class I. For the first 2m. the road is very bumpy, but thereafter it speedily improves, and is very fair (with F.P. almost all the way) to Newcastle. At this point it begins to get bumpy, but speedily improves again on the hill, which, though not very steep (1 in 21 at 29m.), is a stiff climb, being a trifle loose. Thereafter the road is rather good on the long descent to Abbeyfeale, where it becomes bad again as far as Kilkinlea Bridge: after which it is better, and, rising gradually and easily to the summit, descends to Castleisland with a fairly easy descent. On the level the road is rather poor again, but 4m. further on it improves, and is a very good road to Killarney. This is one of the most direct routes, and is perhaps as good as any.

Measurements.

Limerick,** Sarsfield Street.										
5¾	Patrickswell.*									
10½	4½	Adare.*								
17⅛	11⅛	7⅛	Rathkeale.*							
25⅞	20	15½	8⅛	Newcastle.*						
30½	24⅜	20¼	12⅞	4⅜	Barnagh Station.					
38¼	32½	28	20⅝	12½	7¾	Abbeyfeale,*(R. 212).				
44	38½	33¾	26⅝	18¼	13½	5¾	Headley Bridge.*			
52⅝	46¾	42⅝	35	26¾	22⅛	14⅜	8⅝	Castleisland.*		
58½	52¾	48¼	40⅞	32¾	28	20¼	14½	5¾	Farranfore.*	
67⅜	61⅞	57⅜	50	41⅞	37⅛	29⅝	23⅜	15	9½	Killarney.**

Notes.—The main point of interest in this route is the splendid panorama of the Kerry Mountains from the road above Castleisland. At Adare there are some picturesque ruins of the extensive Abbey and old Castle, also a Cross and a Well, all in woodland surroundings.

Rathkeale: Abbey. Newcastle: Castle. Castleisland: Castle Ruins. KILLARNEY: Lakes, Gap of Dunloe, Muckross Abbey, Ross Castle, etc,

208 LIMERICK TO TIPPERARY.

Description.—Class I. The road is bumpy (with F.P.) for the first 3m., but it soon improves, and is rather a superior road almost all the way to Tipperary. The surface is quite above the average, and the gradients being easy, this is a fast road. Hotel at Limerick Junction, 21¾m.

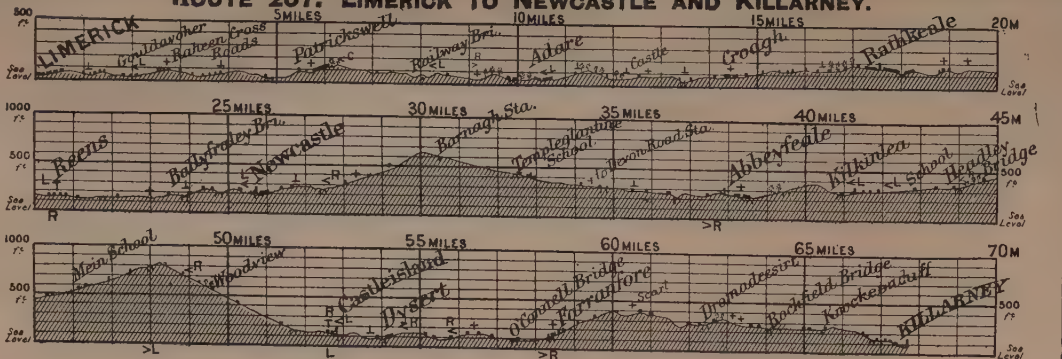
Measurements.

Limerick.**		
14	Pallasgreen.	
24¼	10¼	Tipperary.**

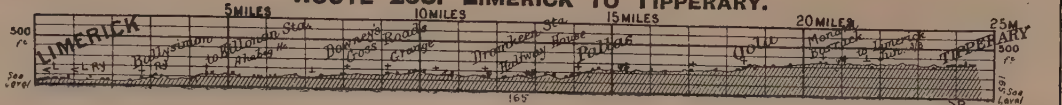
Notes.—An uninteresting road in flat open country.

*Hotels or Inns at places marked.**

ROUTE 207. LIMERICK TO NEWCASTLE AND KILLARNEY.



ROUTE 208. LIMERICK TO TIPPERARY.



209 LIMERICK TO MALLOW, FOR CORK.

Description.—Class I. The road is very bumpy for the first 2m., but soon improves, and after Patrickswell is a very fair road, with easy undulations all the way to Charleville. Thereafter it is rather better.

Measurements.

Limerick,** Sarsfield Street.				
6	Patrickswell.*			
12	6	Croom.**		
23⅝	17⅝	11⅝	Charleville.*	
33	27	21	9⅝	Buttevant.*
40½	34½	28½	16⅞	7½ Mallow,** Clock.
62½	56½	50½	38½	29½ 21⅛ Cork.** (Route 98.)

Notes.—The scenery on this route presents no striking features. Croom: Castle, Rathmore Castle, Monaster Abbey. Charleville: burned 1690. There are some antiquities at Buttevant—The Walls, a Monastery, Tower, Ballybeg Abbey, Buttevant House, and Spenser's Castle at Kilcolman. MALLOW: Castle Demesne, Spa.

210 LIMERICK TO TRALEE.

Description.—Class II. The surface is bumpy for 2m., but thereafter is very fair, and though it is by no means a splendid road, this makes the best route to Tralee. After Foynes the road becomes somewhat hilly (23¾m. and 33m. 1 in 17), though the surface is good, and near Glin there is a good level spin by the riverside. Some of the hills are stiff, but generally speaking the road is very good. F.P. most of the way from Glin to Tarbet. Thereafter it is bumpy for several miles, then excellent to Listowel, after which there is a bumpy section for 2m., then fair surface inclining to be poor, to Tralee. Gradients all easy, except near Foynes.

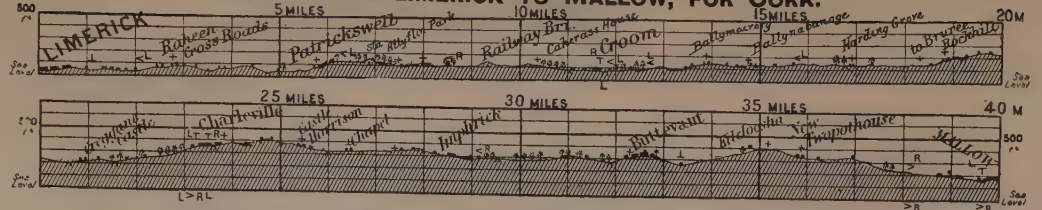
Measurements.

Limerick,** Sarsfield Street.						
8⅜	Kildimo.*					
16⅝	7½	Askeaton.*				
33¼	14⅛	6⅝	Foynes,* Station.			
31⅜	22⅝	15½	8½	Glin.*		
35¾	26⅝	19½	12½	4	Tarbert.*	
46⅜	37⅝	30½	23½	15	11	Listowel.* (Route 212.)
63½	54⅜	46⅞	40	31½	27½	16½ Tralee.**

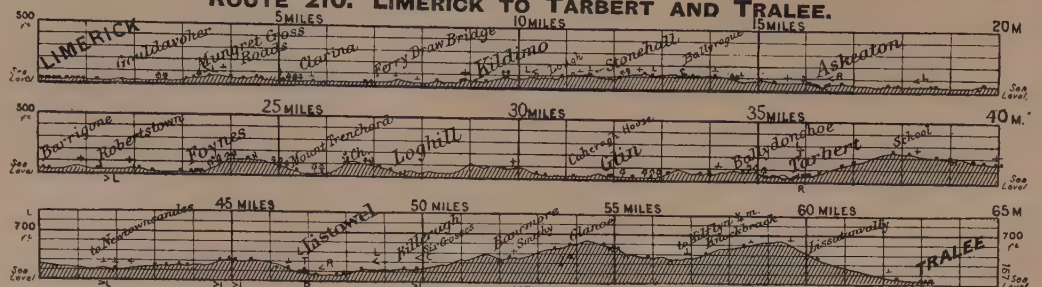
Notes.—There is little scenery until Foynes is reached, when the road affords glimpses of the Shannon, and the opposite shore is always in view the rest of the way to Tarbert. There are some old castles passed on the way, notably Carrig o' Gunnel Castle, near Clarina; Court Castle; Askeaton Castle and Abbey; and Glin Castle. Listowel: "Lartigue" railway. Views of Killarney Mountains descending to Tralee. TRALEE: Court House.

*Hotels or Inns at places marked *.*

ROUTE 209. LIMERICK TO MALLOW, FOR CORK.



ROUTE 210. LIMERICK TO TARBERT AND TRALEE.



211 LIMERICK TO THURLES.

Description.—Class II. A bumpy road with F.P. for 5m., then a fair road to Newport. Here the Anglesey road commences, and continues of fine surface, with long easy gradients,—after the hill at 12½m. 1 in 17—through the heart of the mountains to Thurles, and without much traffic. For the last 7m. the surface is rather bumpy, but taken as a whole the road is exceptionally good.

Measurements.

Limerick,** Sarsfield Street.						
10½	Newport.*					
18⅝	8	Rear Cross.				
22¼	11¾	3⅝	Anglesey.			
26¼	15¾	7⅝	4	Milestone.		
35½	24⅝	16½	12¾	8¾	Ballycahill.	
39½	29	20¾	17¼	13¼	4⅝	Thurles.**

Notes.—The road passes through the centre of the Slievefelim and Silver Mine Mountains, but being in a valley, there are no views of any extent, and it is rather an uninteresting road. THURLES: Castle, Abbey Ruin, Holycross Abbey.

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212 LISTOWEL TO BALLYBUNION AND ABBEYFEALE.

Description.—Class II. For convenience, Listowel is put in the centre of the plan. To Ballybunion this is a flat road through bog country, alongside the curious railway which runs on trestles,—one of the curiosities of locomotion. Surface bumpy, but not bad.

To Aberfeale the road is more hilly but the surface is slightly better.

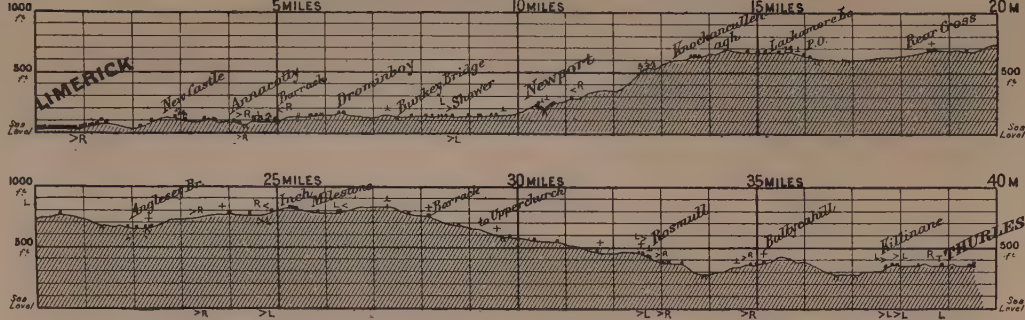
Measurements.

Ballybunion.**				
4⅜	Lisselton Crossroads.			
9⅜	5	Listowel.*		
14⅝	10¼	5¼	Kilmorna Station.	
19⅜	15	10	4¾	Abbeyfeale.*

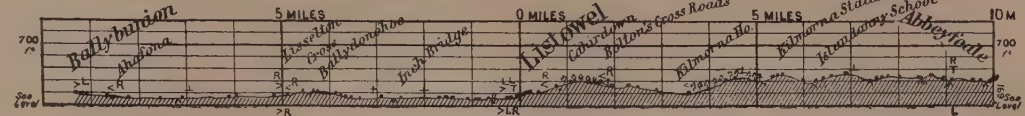
Notes.—Ballybunion is a favourite resort at the mouth of the Shannon, the fine cliffs, rocky coast, the caves, castle, and Doon Bay being of considerable interest. Abbeyfeale: Abbey Ruins (1188).

*Hotels or Inns at places marked.**

ROUTE 211. LIMERICK TO THURLES.



ROUTE 212. LISTOWEL TO BALLYBUNION—LISTOWEL TO ABBEYFEALE.



213 LONDONDERRY TO BELFAST.

Description.—Class I. A finely engineered road, taking all the hills in an admirable manner in this direction. In reverse, the long 2m. climb of Glenshane Pass, averaging 1 in 15, is very trying, but is compensated by the 9 miles of almost steady downhill.

The road has fair surface, though inclined to be bumpy, as far as Cumber Presbyterian Church. Thereafter, although the road is stonier, it has smoother surface, and is a fast road on to Dungiven. From Dungiven the road continues with the same good quality of surface over Glenshane Pass, with a steep descent to Maghera, and after that, though slightly hilly, is a fairly good road to Toome Bridge. Thereafter the road has a tendency to be bumpy, but is usually very well kept and mostly steam-rolled, to Antrim. Irish milestones in Londonderry, English near Antrim.

Gradients.—At 1½m. 1 in 24; 2½m. 1 in 20; 7¼m. 1 in 23; 14¼m. 1 in 18; 18m. 1 in 16; 19½m. 1 in 22; 21½m. 1 in 20; 28½m. 1 in 17; 29¾m. 1 in 13†.

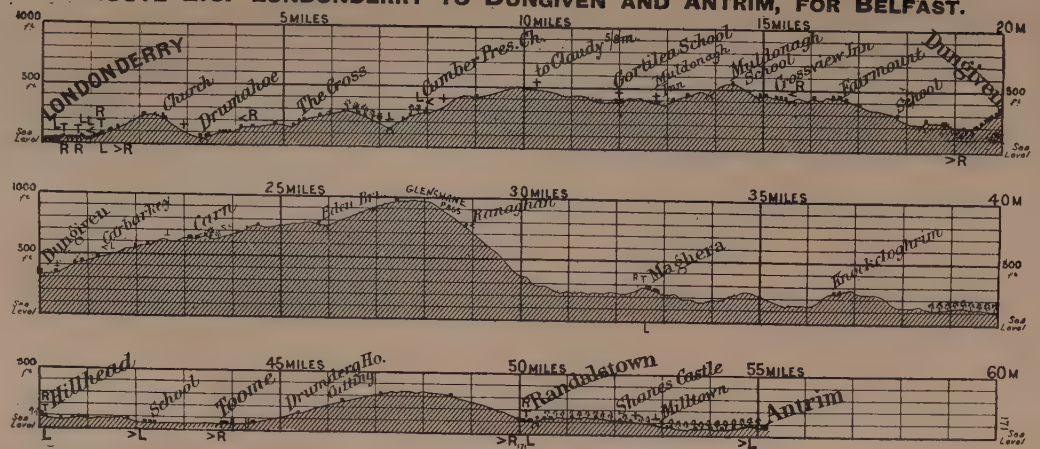
Measurements.

Londonderry,** Town Hall.
8 Cumber Presbyterian Church.
15½ 7½ Cross View Inn.
19⅝ 11⅛ 4⅛ Dungiven,* Hotel.
32¾ 24⅜ 17¼ 13½ Maghera.*
(40½ 32½ 25 20⅝ 7¾ Castle Dawson,* Route 88).
43⅞ 35⅞ 28⅝ 24½ 11½ 4⅝ Toome·*
50½ 42¼ 34¾ 30⅝ 17½ 10⅝ 6⅜ Randalstown,* Bridge.
55 47 39½ 35⅜ 22¼ 15½ 11⅛ 4¾ Antrim,** Market House.
71⅞ 63⅜ 56⅜ 52¼ 39⅛ 32⅜ 28 21⅛ 16⅞ Belfast.** (R. 50.)

Notes.—The road presents little of interest except the old tomb of the "Kings" in Dungiven Abbey, and Shanes Castle near Antrim, both of which are not seen from the road. There is a fine view of Londonderry from the hill above Waterside; thereafter the road for the next 5m. is well wooded, but after Cumber the route is bleak until Maghera. Dungiven: Abbey, Castle Ruins (1618). Thereafter the road ascends Glenshane Pass, and on the descent there is a fine view over the district beside Maghera. The road is uninteresting to Randalstown, where it becomes wooded, passing Shanes Castle (fire 1816). Antrim: Round Tower, Castle (Masserene), Fight 1798.

Hotels and Inns at places marked. Dangerous Hills†.*

Route 213. Londonderry to Dungiven and Antrim, for Belfast.



214 LONDONDERRY TO COLERAINE.

Description.—Class I. For the first 2m. out of Derry the road is hilly and bumpy, but after that it is a splendid road, with easy undulations, to Limavady. Thence to Coleraine, after the short 1 in 12 hill at 18¼m., the road is flat for 11m., with inferior surface, then very good, but with a bad hill (1 in 13†) at Downhill, after which undulating, with a 1 in 18 descent to Coleraine. Level crossings at 23 and 28m. A slightly intricate road turns off at 15⅝m., without touching Limavady. The hill road from Limavady is shown in Route 87.

Measurements.					
Londonderry,** Town Hall.					
5⅜	Campsey.				
16⅜	11⅛	Limavady,** Clock.			
23	17¼	6⅛	Bellarena Station.		
29⅝	23¾	12¾	6⅝	Downhill Inn.*	
36⅜	30⅞	19¾	13⅝	7	Coleraine,** Clock.
42	36¼	25⅛	19	12⅜	5⅜ Portrush,** P.O.

Notes.—The Inishowen Peninsula and the fine mountains rising abruptly from the plain near Bellarena are constantly in view. At Downhill there is just room for the road and railway between the high cliffs and the sea; and the road turns inland at that point, the railway having to tunnel through the headland. COLERAINE: Salmon Weir. Hotel** at Castlerock, on the coast at 31m.

215 LONDONDERRY TO OMAGH.

Description.—Class I. An easy but very bumpy road to Strabane (F.P. part of the way). The road by the other side of the river, though slightly hilly, has better surface.

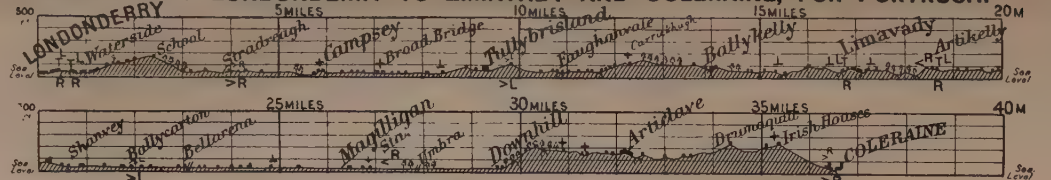
From Strabane to Omagh it is a broad and very easy road, with very fair surface—much better than the first section.

Measurements.					
Londonderry,** Town Hall.					
11½	Ballymagorry.				
14½	3	Strabane.**			
19½	8	5	Victoria Bridge.		
24½	12⅝	9⅝	4⅝	Newtown Stewart.**	
29½	18	15	10	5⅝	Mountjoy.
34	22½	19½	14½	9⅞	4½ Omagh,** Court House.

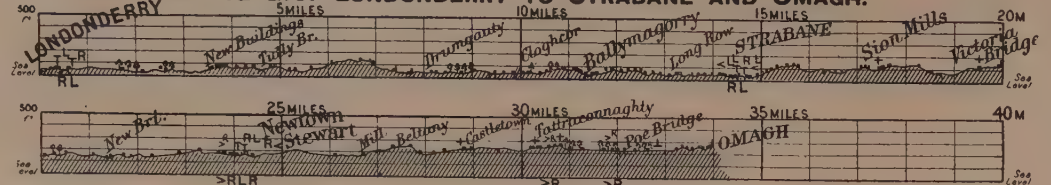
Notes.—Occasional glimpses of the River Foyle are obtained at various points; the road overlooks the river valley near Sion Mills and beyond Newtown Stewart. STRABANE: Factories. Sion: Factories. Newtown Stewart: Castle Ruins, where James II. slept; Harry Avery's Castle. Baron's Court. A pleasant road, thereafter overlooking the Strule River. OMAGH: Cathedral, Town burned 1743. Lifford: Court House; an insignificant place, all the business being at Strabane.

*Hotels or Inns at places marked.** *Dangerous Hills†.*

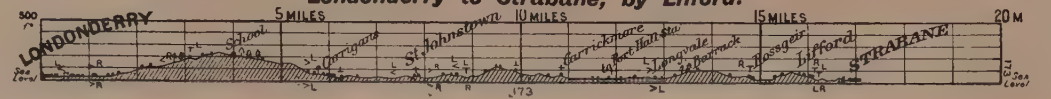
ROUTE 214. LONDONDERRY TO LIMAVADY AND COLERAINE, FOR PORTRUSH.



ROUTE 215. LONDONDERRY TO STRABANE AND OMAGH.



Londonderry to Strabane, by Lifford.



216 LONDONDERRY TO DONEGAL.

Description.—Class I. A broad and finely engineered road. The road is in excellent order to Raphoe; thereafter there is little traffic, and it is a smooth and easy road to summit, then rather steep to Stranorlar, where the road becomes bumpy. After Ballybofey it is a little loose, but with fast surface, and on the long descent to Donegal has splendid surface, though there are many loose stones. The road becomes bumpy near the latter town. (Irish milestones).

Gradients.—At 5½m. 1 in 17; 24m. 1 in 19; 25½m. 1 in 22; 27½m. 1 in 18; 30m. 1 in 17; 38½m. 1 in 18; 39½m. 1 in 17.

Measurements

Londonderry,** Town Hall.				
16	Raphoe.*			
25¼	9¼	Stranorlar.**		
26	10	¾	Ballybofey.*	
39⅜	23⅜	13⅝	13⅝	Lough Eask Station.
43⅛	27⅛	17⅞	17⅛	4 Donegal.**

Notes.—The scenery for a good part of the way is rather bleak, but there is a fine view from the road near Raphoe, an interesting pass—Barnesmore Gap—at 34½m., and a fine view of Louch Eask and the hills surrounding it at 39m. Raphoe: Old Cathedral Church, Bishop's Palace ruins. 39½m. Lough Eske Castle. Donegal: Castle (Tyrconnel), Abbey.

217 LONDONDERRY TO BUNCRANA, &C.

Description.—Class I. The road is very bumpy for the first 1½m., but after the level crossing it is a broad, very fair, and almost level road (F.P.) to Burnfoot. After that it becomes undulating—only short hills, however—with rather good surface to Buncrana. Level crossings at 1m. 4⅝, 24, 25 and 26¾m. (Irish milestones).

From Buncrana to Carndonagh the road is narrower, and has a tendency to be poor, with stiff hills occasionally. The more direct road (4¾m. shorter) over the hills from Drumfries Station is rough, and involves slow travelling.

Gradients.—At 15¾m. 1 in 17; 21¾m. 1 in 9; 25½m. 1 in 17; 27m. 1 in 12.

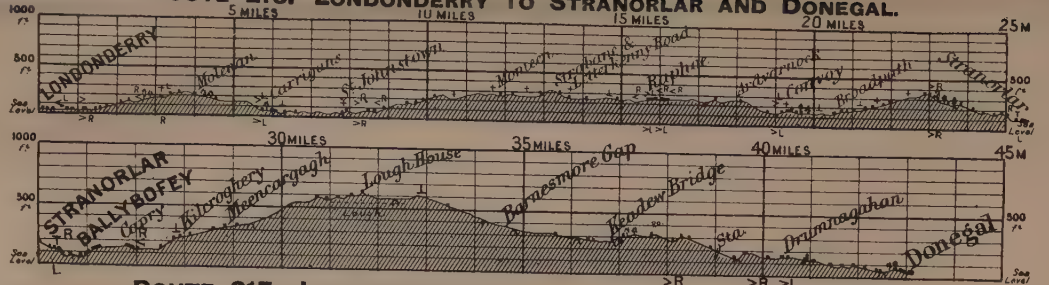
Measurements.

Londonderry,** Town Hall.					
6½	Burnfoot.*				
9¾	3½	Fahan Pier. (Ferry to Rathmullan).			
13½	7	3½	Buncrana,** Market House.		
18⅝	12⅛	8⅝	5⅛	Drumfries Station.	
23⅝	17⅝	14	10⅝	5½	Clonmany.*
31⅛	25⅝	22	18⅝	13½	8 Carndonagh.**

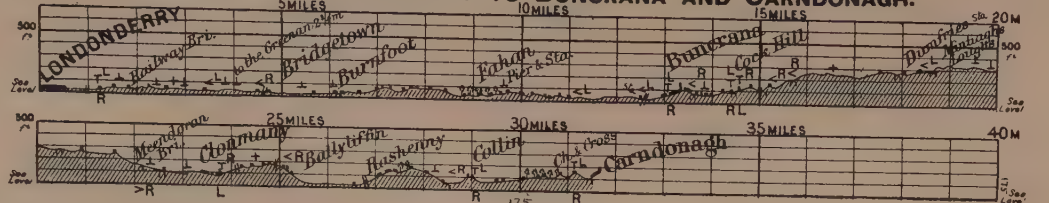
Notes.—The road runs close to Lough Swilly for many miles, and commands fine views of that Lough, together with the "Grianan." Buncrana: Castle.

*Hotels or Inns at places marked *.*

ROUTE 216. LONDONDERRY TO STRANORLAR AND DONEGAL.



ROUTE 217. LONDONDERRY TO BUNCRANA AND CARNDONAGH.



218 LONDONDERRY TO LETTERKENNY.

Description.—Class II. The road has excellent surface, though with a tendency to be bumpy for the first 3m.; after that it is better. The road commands some fine views of the Donegal Mountains. Irish milestones.

Gradients.—At 4m. 1 in 17; 5m. 1 in 13; 21½m. 1 in 19.

Measurements.

Londonderry,** Town Hall.			
9¼	Newtowncunningham.*		
15½	5⅞	Manorcunningham.	
21½	12¼	6⅝	Letterkenny,** Court House.

Notes.—Letterkenny: Cathedral.

219 LONDONDERRY TO MOVILLE. &c.

Description.—Class II. The surface is not particularly good for the first 5m., but as it approaches the seaside it is better, although even then it is at no place a superior road. After Carrowkeel the road is undulating to Moville, and has fair surface. Grades mostly 1 in 17, but 1 in 13 at 17¼m.

From Moville to Carndonagh is an excellent road, well engineered, with a short 1 in 14 at ½m., 1 in 12 at 2½m., and 1 in 26 at 5-6m. *From Carndonagh to Buncrana*: while the surface is quite good, this road is a succession of bad gradients (1 in 11† at 13m. and 17¼m.; 1 in 14 at 14¼, 15, 17⅝, and 18m.) to Drumfree School Level crossing. Here join the excellent and easy road by Clonmany (Route 217), which is the best road from Carndonagh. Irish milestones.

Measurements.—Londonderry,** Town Hall.

6	Muff.*			
10⅜	4⅜	Carrowkeel.*		
18⅝	12⅝	7⅛	Moville.**	
20⅜	14⅞	10⅛	2¼	Greencastle.*
30⅜	24⅝	19⅝	11⅜	Carndonagh.**
44	38	33¼	25⅝	13⅝ Buncrana.**

Notes.—The first 7m. being inland, little is seen, and Boom Rock—the scene of the Mountjoy incident—is invisible. There is a pretty waterfall at 12½m., and there are constant views of the other side of Lough Foyle.

220 LONDONDERRY TO CARNDONAGH.

Description.—Class II. As Route 219 to Carrowkeel. Thereafter the road is 1 in 15 for 1m., 1 in 16 at 2½m., and 1 in 22 at 4½m. Excellent surface. After Carndonagh the road is bumpy to Malin, after which the roads are gravelly. Ballagh Hill is 1 in 8†.

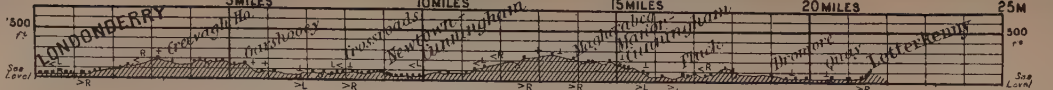
Measurements.—Londonderry,** Town Hall.

10¾	Carrowkeel.*		
20⅝	9⅞	Carndonagh.**	
24	13¼	3⅜	Malin.*
30¾	20	10⅛	6¾ Malin Pier.

Notes.—Malin Head, Ballylynan Cave. Signal Tower, ruins.

*Hotels or Inns at places marked *. Dangerous Hills.†*

ROUTE 218. LONDONDERRY TO LETTERKENNY.


5 MILES
10 MILES
15 MILES
20 MILES
25M
LONDONDERRY
Creevagh Ho.
Owenbeg
Inishowen
Newtown
Limavaddy
Limavaddy
Manse
Bridge
Muff
Bridge
Muff
Bridge
Muff
Muff
Muff

221 LONGFORD TO BALLINA.

Description.—Class II. This quiet road has some excellent surface, but as it only passes small towns, it is little frequented. A broad and fairly well kept road, with occasional F.P. to Strokestown, then a poor and badly kept road to Tulsk, after which it has fairly smooth surface to Frenchpark, then fine to Lung Bridge, after which very bumpy to Ballaghadereen. Thereafter the road has quite good surface to Swinford, after which it is fairly good to Ballina.

Measurements.

Longford,** Court House.
5½ Termonbarry.
14 8½ Strokestown.*
20¾ 15½ 6¾ Tulsk.*
30⅛ 24⅝ 16⅛ 9⅜ Frenchpark.*
37⅝ 32⅝ 23⅞ 17⅛ 7¾ Ballaghadereen.*
48 42½ 34 27¼ 17⅜ 10⅛ Charlestown.*
54⅜ 49⅛ 40⅝ 33⅞ 24½ 16⅞ 6⅜ Swinford.*
59 53½ 45 38½ 28⅞ 21⅛ 11 4⅜ Callow.*
70¾ 65½ 56¾ 50 40⅝ 32⅞ 22¾ 16⅛ 11¾ Ballina.**

Notes.—Flat, featureless, and bleak country to Strokestown. 4½m. Cloondara Abbey Ruins. Tulsk: Abbey Remains. Frenchpark: Clonshanville Abbey Ruins, Demesne. Swinford: Meelick Round Tower. BALLINA: Salmon Weir, Rosserk Abbey, Connor Castle Ruin, Lough Conn, etc. The Shannon is crossed at Termonbarry.

222 LONGFORD TO ATHLONE.

Description.—Class II. A rather inferior undulating road, with poor surface to Ballymahon, then better surface to Athlone.

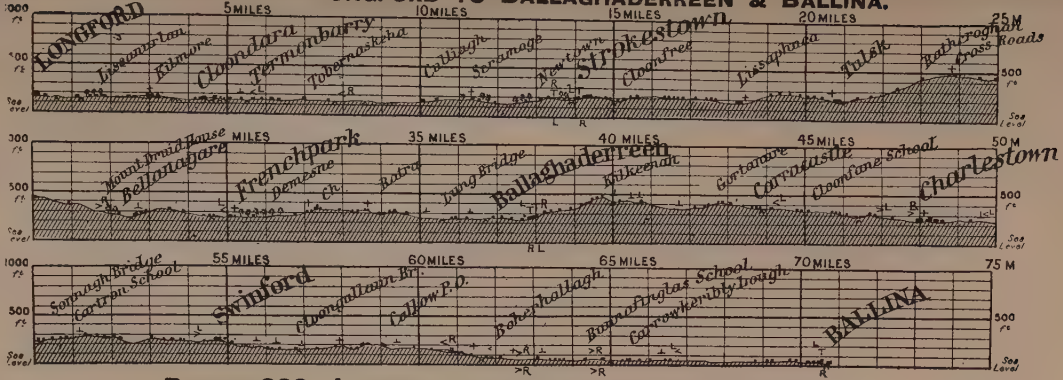
Measurements.

Longford,** Court House.
8½ Keenagh.*
13⅜ 5¼ Ballymahon.*
27½ 19⅜ 14⅛ Athlone.**

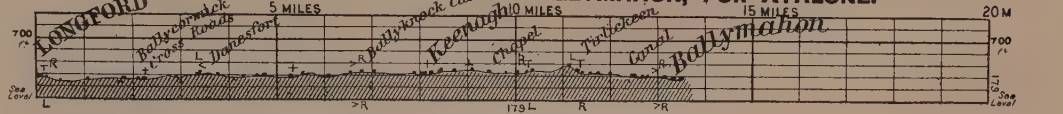
Notes.—Keenagh: Mosstown Castle Ruin.

Hotels or Inns at places marked *.

Route 221. Longford to Ballaghaderreen & Ballina.



Route 222. Longford to Ballymahon, for Athlone.



223 LONGFORD TO ROSCOMMON.

Description.—Class II. A rather inferior road over bogland, and with occasional sharp hills to Lanesborough, then a bumpy and rutty road almost the whole way to Roscommon.

Measurements.

Longford,**Court House.
5 Killashee.*
10 5 Lanesborough.*
19 14 9 Roscommon.**

Notes.—Roscommon: Court House, Castle Ruins, Abbey Ruins (1257). The Shannon is crossed at Lanesborough. A bog road.

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224 LOUGHREA TO KINVARRA.

Description.—Class II. A narrow country road, undulating, but with tolerably good surface, as there is not much traffic.

Measurements.

Ballinasloe.** (Route 26).
18⅝ Loughrea.**
30½ 11½ Ardrahan.*
36½ 17½ 6 Kinvarra.* (Route 34).

Notes.—There are ruins of many Castles and Demesnes in this part of the country. Ardrahan: Round Tower. Kinvarra: Dungory Castle Ruin.

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225 MAAM CROSS TO SCREEB, KILKIERAN, AND CARNA.

Description.—Class III. A really excellent winding road, fairly level to Screeb Lodge, then undulating, with little short pulls over mounds of the switchback type to Invermore Bridge; thereafter the road is of much the same character.

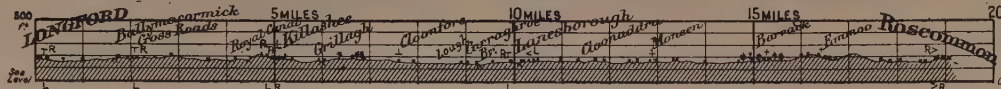
Measurements.

Maam Cross.*
5½ Screeb Lodge (Fork).
10½ 5 Invermore Bridge.
16½ 11 6 Kilkieran.*
22 16½ 11½ 5½ Carna Hotel.**

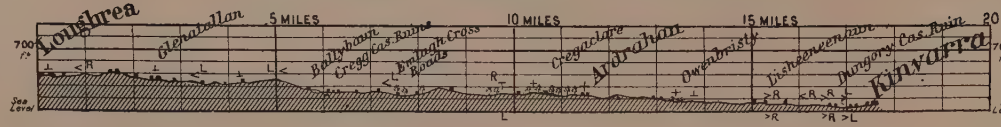
Notes.—A splendid view of the mountains of Connemara is obtained from this route, and of the deep inlet of Kilkieran and Camus Bay, studded with a thousand islands and rock points.

*Hotels or Inns at places marked.**

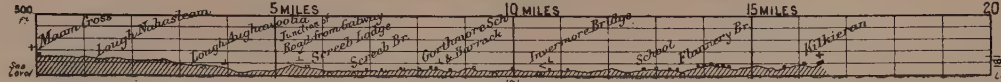
Route 223. Longford to Lanesborough and Roscommon.



Route 224. Loughrea to Kinvarra.



Route 225. Maam Cross to Kilkieran.


500 Ft
Sea Level
Maam Cross
Lough Nahasteam
Lough Inchaboltia
Junction of Roads from Galway
Screeb Lodge
Screeb Br.
Gortdrapper Sch. & Barrack
Inverinver Bridge
School
Flaggory Br.
Kilkieran
5 MILES
10 MILES
15 MILES
20 M
L
L
L

226 MAGHERAFELT TO NEWTOWNSTEWART.

Description.—Class III. An undulating road of tolerably good surface to Draperstown, with a short stiff hill at Desertmartin; thereafter slightly hilly—1 in 19 at 8½m.; 1 in 16 at 10¼m. and 1 in 13-15 on the ascent at 12½m. Surface quite good, but gradients rather stiff. Thereafter the road is quite good, though narrow and sandy to Sperrin, after which it becomes an almost endless switchback with gradients anything between 1 in 6† and 1 in 13†, and bad turns on the hills, all the way to Newtownstewart. The worst hill is at 24¼m. 1 in 6†. For cyclists the last 15m. are very trying.

Measurements.

Magherafelt.*				
3½	Desertmartin.*			
8⅛	5	Draperstown.*		
18⅝	15½	10½	Sperrin.*	
21½	18⅝	13⅜	2⅞	Cranagh.*
28½	25⅝	20⅜	9⅛	7 Plumb Bridge.*
35½	32⅜	27⅝	16⅞	14 7 Newtownstewart.**

Notes.—There is little scenery on the route, but it is a pleasant road among the heart of the mountains. Newtownstewart: James II. House, Barons Court.

227 MALLARANNY TO BELMULLET.

Description.—Class III. The surface most of the way to Bangor is very loose, rutty, and in tracks. For cyclists there is usually a narrow but splendid strip at one side, but other vehicles will find the road very heavy and trying.

There is a stiff ascent, followed by a 1 in 9† sharp dangerous descent, after which the road is practically level to Ballycroy, though there are sharp pulls over mounds. At 11m. there is a stiff ascent (ending 1 in 10), and descent partly 1 in 13, and at 15m. a 1 in 17 ascent, but any others are not worth noting. From Bangor to Belmullet, as Route 21, a capital road.

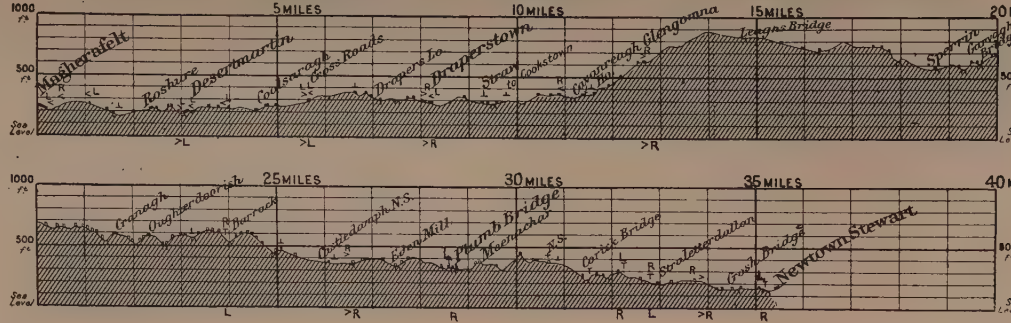
Measurements.

Mallaranny,** or Mulrany P.O.			
9¼	Ballycroy.*		
20⅛	10⅞	Bangor.*	
32¼	23	12⅛	Belmullet.**

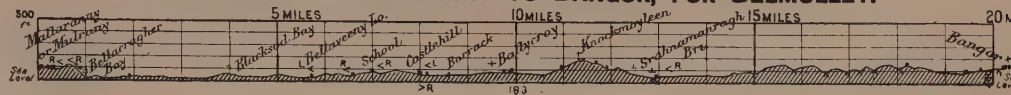
Notes.—A pleasant road for the first 4m. along an inlet of Blacksod Bay, thereafter a trifle uninteresting, and after Ballycroy through almost uninhabited bog country. Slieve More in Achill, is constantly in view.

Hotels and Inns at places marked. Dangerous Hills†.*

ROUTE 226. MAGHERAFELT TO DRAPERSTOWN AND NEWTOWNSTEWART.



ROUTE 227. MALLARANNY TO BANGOR, FOR BELMULLET.



228 MALLOW TO KILLARNEY.

Description.—Class II. For the first 8m. the surface is slightly bumpy, and the route is alongside a disused canal; after that it has usually rather good surface, and as there is very little traffic, it is a capital road to use. Near Killarney it is sharply undulating. The road is very much exposed and against a headwind is very trying.

There is another route by Millstreet, turning off at 8m. and rejoining at 26¾m., 1m. longer; but the surface is bumpy to Millstreet and the continuation is little better. Tourists are therefore advised to take the Route shown on plan, on account of the better surface.

Measurements.

Mallow,** Clock.					
(12½ *Banteer.*)					
12⅜ ... Banteer Crossroads.					
16 ... 3⅝ Dromagh.					
(21¼	9⅛	...	...	*Millstreet.**)	
27⅜	14¼	15	11⅜	7½	Rathmore Station.
41	29⅞	28⅝	25	20¾	13⅝ Killarney.**

Notes.—An uninteresting road. Killarney: Ross Castle, Muckross Abbey, Torc Waterfall, Lakes, Innisfallen, Aghadoe Round Tower, Gap of Dunloe, Purple Mountain, etc., etc.

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229 MALLOW TO MITCHELSTOWN.

Description.—Class II. A bumpy road with F.P. for 1m., then a little better to the level crossing at 3½m., after which rather better surface to 12m., where the road becomes very hilly—12m. 1 in 13, 13¾m. 1 in 13, 15m. 1 in 19, 19½m. 1 in 20—to Mitchelstown. Surface rather bumpy. Some travel by Ballywalter, thus avoiding Kildorrery.

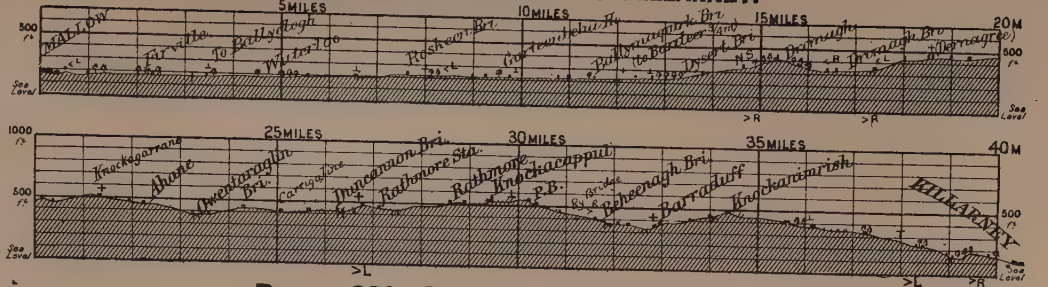
Measurements.

Mallow,** Clock.		
7½	Skenakilla Cross Roads.*	
13⅝	6¼	Kildorrery.*
20¼	13⅜	1¾ Mitchelstown.**

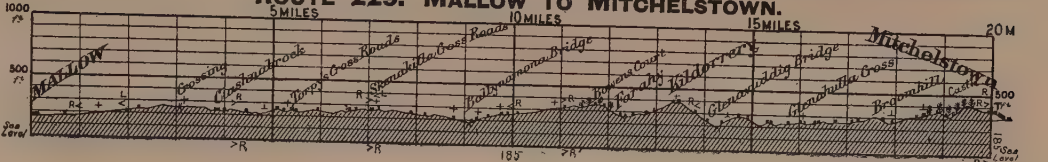
Notes.—Mitchelstown: Castle 1823. Crosses (Riots). Brigowne Church and Round Tower.

Hotels or Inns at places marked *.

ROUTE 228. MALLOW TO KILLARNEY.



ROUTE 229. MALLOW TO MITCHELSTOWN.



230 MARYBOROUGH TO TIPPERARY.

Description.—Class I. The surface on this road is uniformly good, through Durrow to Urlingford and Littleton, after which there is a short very indifferent section through the bog, then very good again to Cashel. Here the main road by Cahir and Fermoy turns off to Cork and Killarney.

From Cashel to Tipperary, while the surface is passably good, the gradients are rather stiff, viz.: 46¼m. 1 in 17; 49¾m. 1 in 17; 53¼m. 1 in 15; 53¾m. 1 in 13; 55m. 1 in 15; 56 and 56½m. 1 in 17; 57m. 1 in 13.

Measurements.

Dublin,** G.P.O.							
51⅜	Maryborough,** Clock.						
60⅛	8⅜	Abbeyleix.**					
65⅝	14½	5½	Durrow.*				
75½	24⅛	15⅝	9⅜	Johnstown.*			
77¾	26⅜	17⅞	12⅛	2¼	Urlingford.*		
86⅜	35	26¼	20⅜	10⅝	8⅝	Littleton.*	
96⅜	45½	36⅜	31¼	21⅝	19⅛	10½	Cashel,** Fountain.
101⅛	49⅜	41	35½	25⅝	23⅜	14⅜	4¼ Golden.*
109⅛	57⅜	49	43½	33⅝	31⅜	22⅜	12¼ 8 Tipperary.**
134½	83⅛	74⅜	68¾	59	56¾	48⅛	37⅝ Fermoy.** (R. 99.)
156⅞	105½	96⅜	91¼	81⅛	79⅛	70½	60 22⅜ Cork**.

Notes.—The scenery in this route is not particularly picturesque, but the unique Rock of Cashel, with the numerous ancient buildings on it, is a most interesting feature.

Holycross Abbey may be reached from Littleton by a poor road, in 5½m.; but it is better to go from Urlingford by Route 178 to Thurles, thence as Route 80.

Abbeyleix: House. Durrow: Castle. Cullahill: Castle Ruins. Many small ruined Castles between this and Cashel. Cashel: Rock, Round Tower, Chapel, Cathedral, Castle, Monastery. 51¾m. Thomastown Castle. Tipperary: Vale of Aherlow.

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231 MARYBOROUGH TO TULLAMORE, &C.

Description.—Class II. An excellent flat road with good surface to Mountmellick, then not quite so good to Killeigh—gradients at 14¼m. 1 in 16, 16½m. 1 in 17—after which indifferent to Tullamore.

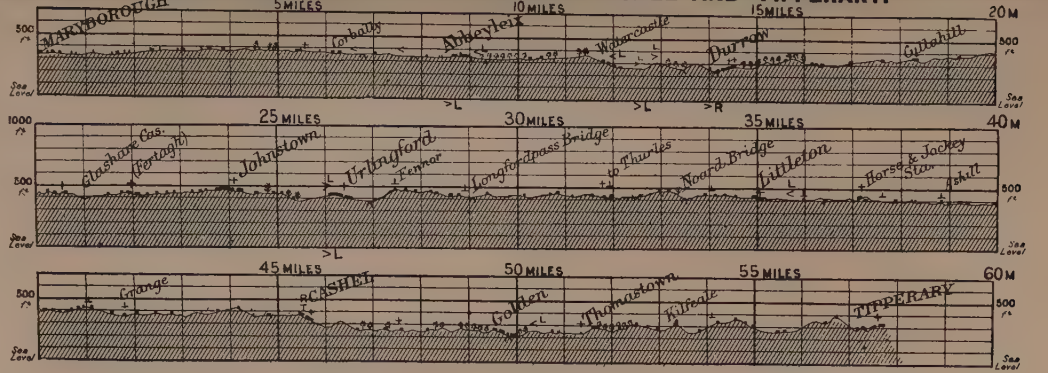
Measurements.—Maryborough,** Clock.

6⅜	Mountmellick.*		
15½	9⅛	Killeigh.*	
20⅜	14½	5⅜	Tullamore,** Hotel.

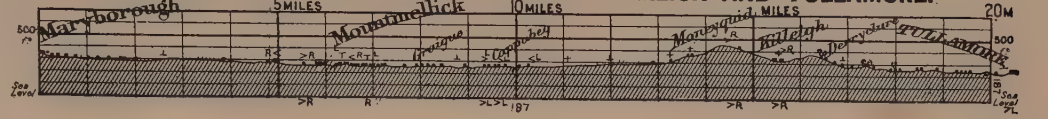
Notes.—An uninteresting road. Killeigh: Seven Wells. TULLAMORE: Charleville Castle.

*Hotels or Inns at places marked *.*

ROUTE 230. MARYBOROUGH TO CASHEL AND TIPPERARY.



ROUTE 231. MARYBOROUGH TO MOUNTMELLICK AND TULLAMORE.



232 MARYBOROUGH TO EDENDERRY, &c.

Description.—Class II. A continually undulating road of moderately good surface for 7m. (5m. 1 in 22-14) then an almost level road to Portarlington, where there is bumpy surface for 2½m., after which it is quite a fair road to Edenderry. Thence undulating with fair surface.

Measurements.

Maryborough,** Clock.						
(6⅝	Emo.)					
11¼	5	Portarlington.**				
17	10¾	5⅝	Bracknagh.			
20⅞	14⅝	9⅝	3⅝	Clonbulloge.*		
27⅜	21⅛	16¼	10⅜	6⅞	Edenderry.*	
37½	31¼	26¼	20½	16⅝	10	Kinnegad.* (Route 115).

Notes.—Emo: Castle (Earl of Portarlington). Clonbulloge is situated in the centre of the Bog of Allen. Edenderry: Town Hall, Old Castle. 30⅜m., Carrick Castle Ruin.

233-4 MIDLETON TO AGHADA OR CLOYNE.

Description.—Class II. To Aghada a level bumpy road beside the river, or direct‡ hilly road to Ballynacorra, then hilly with fair surface. Gradients:—at 2⅜m. 1 in 20; 3⅜m. 1 in 13-16 to Rostellan (Fork), after which flat to Aghada and Whitegate, with fair surface.

For Cloyne, L at Ballynacorra, then undulating with 1 in 16 at 2½m., and 1 in 20 at 3¼m.

Measurements.—Midleton.* (Route 96).

	‡1¼	1½		Ballynacorra.
‡ *Direct.*	‡4⅜	5	3½	Cloyne.*
	‡6⅞	7½	5⅝	Aghada Pier.*
	‡8¾	9	7½	1⅝ Whitegate.*

Notes.—A pleasant road near Aghada, following the shore of Cork Harbour. Cloyne: Cathedral, Round Tower.

235-6 MILFORD TO TAMNEY OR PORTSALON.

Description.—Class II. An excellent road—gradient at 1¼m. 1 in 16—of slightly bumpy surface to Kerrykeel, then rather better surface to 6m. where L for Tamney, R for Portsalon. To Tamney, the road has slightly bumpy surface but no bad hills, and follows the east shore of Mulroy Bay.

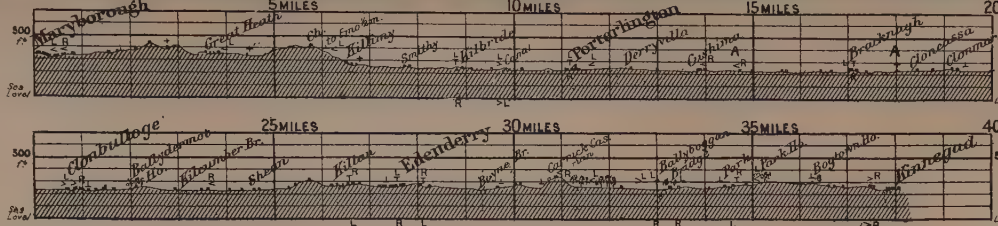
To Portsalon, it is an easy road of quite fair surface, but with a bad hill of 1 in 10† at 8¾m. Portsalon is finely situated near the mouth of Loch Swilly.

Measurements.—Milford.**

4	Kerrykeel.*		
8⅝	4⅝	Rossnakill.*	
9⅞	5⅞	Portsalon Hotel.**	

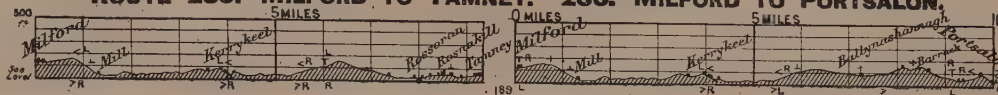
*Hotels or Inns at places marked.** *Dangerous Hills†.*

Route 232. Maryborough to Portarlington, Edenderry & Kinnegad.



Route 233. Midleton to Aghada. 234. Midleton to Cloyne.

Route 235. Milford to Tamney. 236. Milford to Portsalon.



237 MONAGHAN TO COOTEHILL.

Description.—Class III. Surface very fair, but a terribly hilly road for 8m., after which easy to Cootehill.

Gradients.—At ¾ and 2½m. 1 in 15; 4¼m. 1 in 13; 5¼m. 1 in 12; 6¾m. 1 in 10; 7m. 1 in 14.

Measurements.—Monaghan.**

10½ Rockcorry.*
15⅝ 5¼ Cootehill.*

Notes.—An uninteresting road, finely wooded between Rockcorry and Cootehill.

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238 MONAGHAN TO CAVAN.

Description.—Class II. An almost flat road of splendid smooth surface to Clones, and one of the best roads in the North. Gradient at 12½m. 1 in 13. Thence the road is easy, with fairly good surface almost the whole way to Cavan. The more direct roads between Monaghan and Cavan are not as good as this.

Measurements.

Monaghan,** Court House.
6 Smithborough.
12½ 6½ Clones.**
25½ 19½ 12⅝ Butler's Bridge.*
29⅜ 23⅜ 16⅞ 4⅛ Cavan,** Bridge.

Notes.—There is a Round Tower, an old Cross, and Abbey, at Clones.

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239 MONAGHAN TO KEADY, &C.

Description.—Class II. A hilly, but passably good road with F.P. for 8m., but the hills are mostly 1 in 17. On crossing the boundary into Armagh, the surface is all that can be desired, and the hills well graded, except the bad hill (1 in 16†), with the sharp turn at 11½m. The road by Clontibret avoids the bad hill at 6½m., but is very steep to that village (1 in 17), and on turning L. is a poor bog road for 1¾m., when it becomes a splendid broad, smooth road, joining this route at 9¼m.

From Keady to Newtownhamiltown, the road is bumpy for 3m., but then becomes an excellent though slightly stony road, with the steeper gradients 1 in 17.

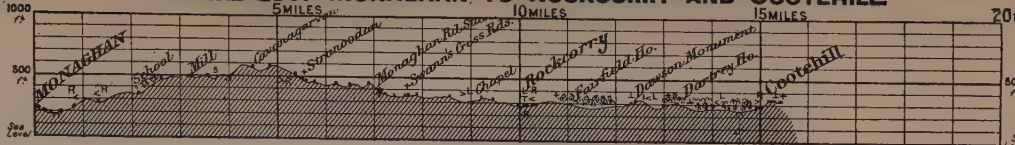
Measurements.

Monaghan.** ‡Direct.
... 7⅛ Milltown Clontibret.*
‡13¼ 14⅜ 7⅝ Keady.*
‡20¾ 22¼ 15⅛ 7½ Newtownhamilton.*

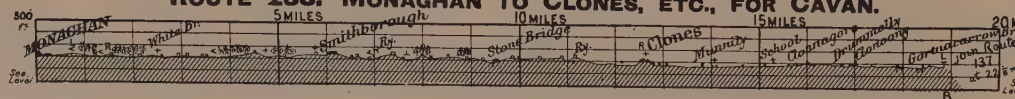
Notes.—4½m., Castleshane House. Keady: Mills. Thence moorland to Newtownhamilton.

*Hotels or Inns at places marked *. Dangerous Hills.†*

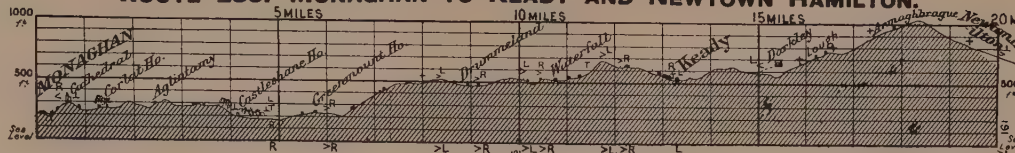
ROUTE 237. MONAGHAN TO ROCKCORRY AND COOTEHILL.



ROUTE 238. MONAGHAN TO CLONES, ETC., FOR CAVAN.



ROUTE 239. MONAGHAN TO KEADY AND NEWTOWN HAMILTON.



240 MULLINGAR TO ATHLONE.

Description.—Class II. There is little to choose between this route by Moate and the shorter road by Ballymore (Route 16). The road is undulating—but with no bad hills—and surface inclined to be bumpy. The main Dublin Road (Route 14) is joined at Horseleap, and is followed to Athlone.

Measurements.

Mullingar,** Town Clock.			
8¾	Castletown Station.		
14⅞	6	Horseleap.	
20¾	11⅞	5⅞	Moate.*
30⅝	21¾	15¾	9¾ Athlone,* Bridge.

Notes.—5½m. Dysart House Ruin. Horseleap: Donore Castle. Moate: Rath. Athlone: Castle.

241 MULLINGAR TO CAVAN.

Description.—Class II. A hilly road of fair surface, grades mostly 1 in 14 to Crookedwood; thence a winding road to 8m., with bad hills of 1/10† at 6⅜, 7¼ and 7½m.; after which easy to Castlepollard except 12¼m. 1/14. A pleasant run through the grounds of Knockdrin Castle can be taken; and there is a view of Lough Derravarragh at 7½m. After Castlepollard the road is less hilly, but with only passably good surface to Finnea, where there is a bad hill (1/14-10†). Route 77 is joined at 25¾m., when the surface becomes good to Cavan.

Measurements.

Mullingar,** Town Clock.				
6½	Crookedwood.*			
12½	6¼	Castlepollard.		
21½	14⅝	8⅜	Finnea,*	
34⅜	28½	21⅞	13½	Crossdoney.*
40¼	33¾	27½	19½	5⅝ Cavan,** Bridge.

242 MULLINGAR TO KELLS.

Description.—Class II. An excellent undulating road of very fair surface indeed to Clonmellon, after which the road is rather poor to Kells. There is a short steep hill at 2½m., and sharp turns at 7½, 8, 16¼, 16¾, 18¼ and 23m., but otherwise the road is easy.

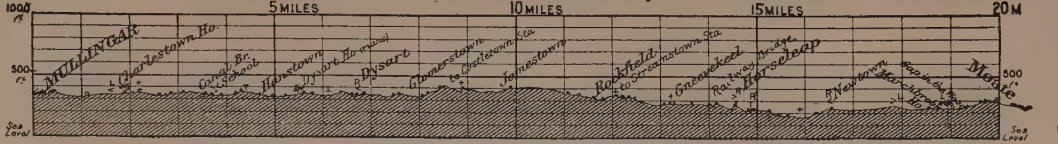
Measurements.

Mullingar,** Town Clock.			
4¾	Cloghan.*		
12¾	8	Delvin.*	
18⅜	13⅝	5	Clonmellon.*
26¾	22	14	8⅜ Kells,** Hotel.

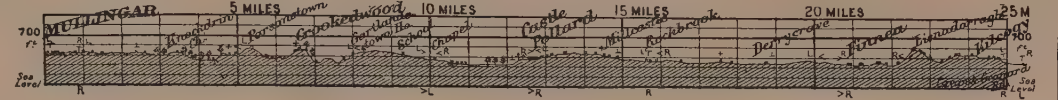
Notes.—2½m. Rathconnell Court Ruins. Delvin: Castle Ruins, Cloonyn Castle. KELLS: Crosses, Round Tower, Church, Headfort House.

*Hotels or Inns at places marked *. Dangerous Hills.†*

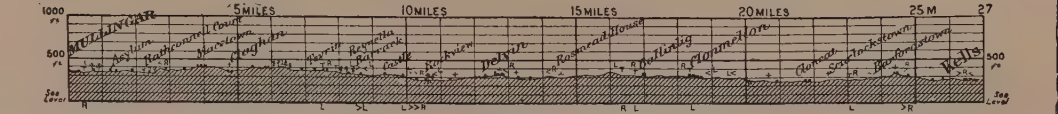
Route 240. Mullingar to Moate, for Athlone.



Route 241. Mullingar to Castlepollard and Finnea, for Cavan.



Route 242. Mullingar to Delvin and Kells.



243 MULLINGAR TO LONGFORD.

Description.—Class I. The main road to Sligo. Although this is nominally a good road, the surface is far from perfect, though there are occasional stretches of good surface.

Measurements.

Dublin,** G.P.O. (Route 115.)					
49½	Mullingar,** Town Clock.				
62⅜	12⅞	Rathowen.*			
67⅛	17⅝	4¾	Edgeworthstown.*		
72⅝	25⅞	13	8¼	Longford,** Court House.	
131⅝	82½	69¼	64½	56¼	Sligo.** (Route 290.)

Notes.—3m., the road passes near Lough Owel, but there is little to be seen. Bunbrosna: Wilson's Hospital. Edgeworthstown: Maria Edgeworths' birthplace. Longford: Cathedral. Uninteresting country.

244 MULLINGAR TO TRIM.

Description.—Class II. The Dublin Road for 4m., then an easy undulating road with almost no hills, and of fairly good surface, with F.P. a good part of the way.

Measurements.

Mullingar,** Town Clock.			
8½	Killucan.*		
16½	8	Ballivor.*	
25¼	16¾	8¾	Trim.*

Notes.—An uninteresting road. The fine old buildings in Trim and Bective Abbey, are the principal objects of interest in this district.

245 MULLINGAR TO TULLAMORE.

Description.—Class II. A fairly level road of indifferently good surface past Kilbeggan, to Tullamore. There is a short hill of 1 in 15 beside Durrow Abbey.

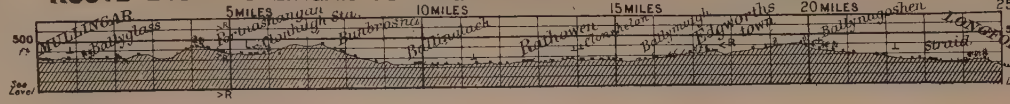
Measurements.

Mullingar,** Clock.		
14½	Kilbeggan.* (Route 245).	
21¾	7¼	Tullamore,** Hotel.

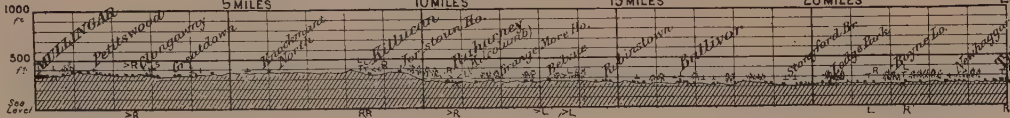
Notes.—4m. Belvedere Imitation Ruins. 17½m. Durrow Abbey. Uninteresting country. The road runs near Lough Ennell.

*Hotels or Inns at places marked *.*

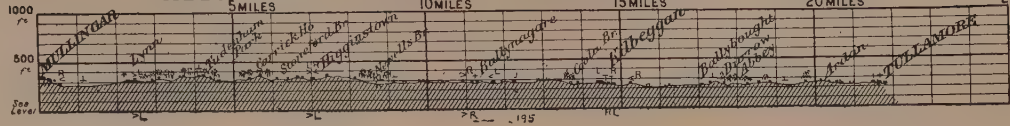
ROUTE 243. MULLINGAR TO EDGWORTHSTOWN AND LONGFORD. FOR SLIGO.



ROUTE 244. MULLINGAR TO KILLUCAN AND TRIM.



ROUTE 245. MULLINGAR TO KILBEGGAN AND TULLAMORE.



246 NAAS TO WICKLOW GAP, &c.

Description.—Class II. An easy undulating road, of excellent surface, with several short hills of 1 in 14 to Ballymore Eustace and on to Hollywood, where Route 110 from Dublin is joined. Thence the road climbs steeply—1 in 10†—for a mile, on which the surface is broken, but thereafter it has excellent surface—sometimes a little soft—with gradients not exceeding 1 in 17, to Wicklow Gap. The descent is 1 in 11† at first, then mostly 1 in 16 on the steeper parts. For Glendalough turn sharp R. at 24¼m.

Measurements.

Dublin,** G.P.O. (Route 110.)
— Naas.**
— 6⅝ Ballymore Eustace.*
25⅜ 9¾ 3⅛ Hollywood,* Crossroads. (Route 110.)
35⅝ 20¼ 13⅝ 10½ Wicklow Gap, 1567 ft.
40⅜ 24¾ 18⅛ 15 4½ Glendalough,** Royal Hotel.
41⅛ 25½ 18⅝ 15⅞ 5¼ Laragh. (Routes 60 and 5).

Notes.—3m. Punchestown Race Course. Hollywood: House, burned 1798. A fine mountain road, rather stiff to travel.

247 NAVAN TO CARRICKMACROSS.

Description.—Class II. After the stiff hills at ½m. 1 in 14, and 1¾m. 1 in 17, this is an excellent and easy undulating road, of very bumpy surface to Castletown, then one short hill, after which fair surface.

Measurements.—Navan.**

6 Wilkinstown.*
9½ 3½ Castletown.*
13⅜ 7⅜ 3⅞ Woodtown.* (Route 124.)
15⅞ 9⅞ 6¼ 2⅜ Drumcondra.*
25⅜ 19¾ 16¼ 12⅜ 10 Carrickmacross.**

Notes.—20m. Battle 1539. Carrickmacross: Castle Ruin, Lough Fea House.

248 NAVAN TO TRIM.

Description.—Class II. An undulating road of fairly good surface.

Measurements.—Navan.**

4¾ Bective.*
9 4½ Trim.

Notes.—Bective: Abbey. Trim, see Route 117.

249 NAVAN TO ATHBOY.

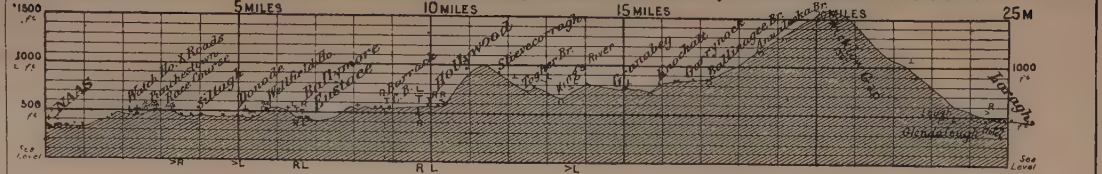
Description.—Class III. An excellent and fairly good road to Dunderry, where there is a bumpy 2m., after which the road is excellent. Gradients:—at 9¼m. 1 in 18; 9⅝m. 1 in 14 (short). There is another road, very bumpy, by the bog.

Measurements.—Navan.**

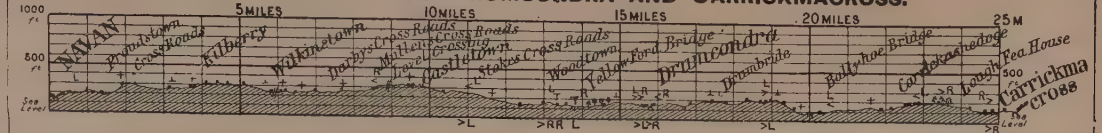
5⅜ Dunderry.*
10⅞ 5½ Athboy.**

*Hotels or Inns at places marked.** *Dangerous Hills.†*

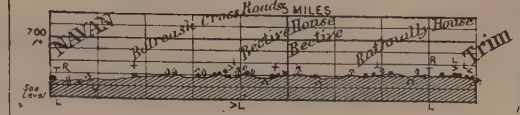
ROUTE 246. NAAS TO HOLLYWOOD, WICKLOW GAP, AND GLENDALOUGH.



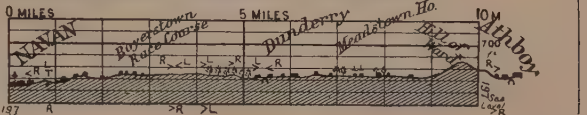
ROUTE 247. NAVAN TO DRUMCONDRA AND CARRICKMACROSS.



ROUTE 248. NAVAN TO TRIM.



ROUTE 249. NAVAN TO ATHBOY.



250 NENAGH TO BIRR.

Description.—Class II. A continually undulating road of rather inferior surface, bumpy for the most part, and although there is not much traffic, many prefer to follow the easier road by Borrisokane, Route 58. There is a sharp little hill of 1 in 12 near Birr.

Measurements.—Nenagh.**

	9	Modreeny.
13½	4½	The Pike.
21	12	7¾ Birr,** Square.

Notes.—An open road, with some fair views from some of the rising ground. Knockshigowna is very prominent about half way.

251 NENAGH TO KILLALOE.

Description.—Class II. The direct road, (12¾m.) is by Route 203, turning R (at 15½m.) 9⅜m. from Nenagh, thence 3¾m. to Killaloe. The Route given here is, however, much more picturesque. F.P. for 1½m., then an undulating road of excellent surface, and with easy grades till reaching Portroe, where there is a sharp bit of 1 in 9†. Turn L in sight of Portroe by a fine smooth road, R 1m. on, then excellent surface to Killaloe, with a stiff hill at 11¾m. 1 in 13.

Measurements.—Nenagh.**

	4½	Newtown.*
(5⅞	1⅝	Portroe)
9½	5	Castletown.
15½	11¼	6¼ Killaloe.**

Notes.—The view of Lough Derg at 9¾m. is very fine. Killaloe: Cathedral (1160), Mausoleum of Brian Boru.

252 NENAGH TO THURLES.

Description.—Class II. This road is now in excellent condition, and being partly steam-rolled, has very fine surface near Thurles.

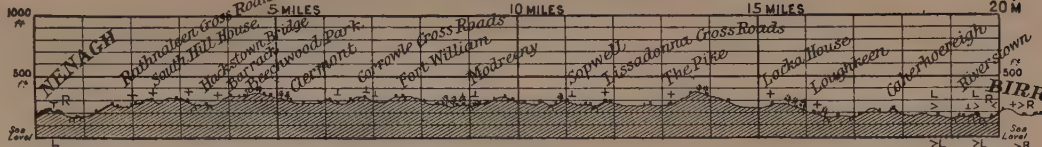
Measurements.—Nenagh.**

	14⅜	Borrisoleigh.*
22¾	9⅜	Thurles.**

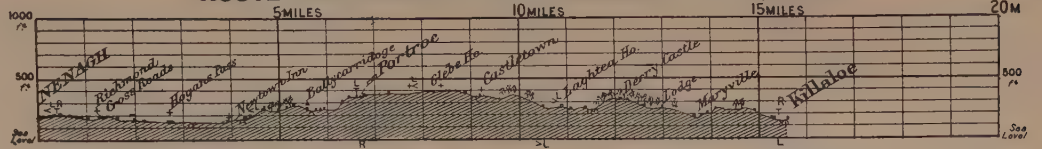
Notes.—An uninteresting road, but with some views of Devils Bit Mountain. THURLES: Castle, Abbey Ruins, Holycross Abbey.

*Hotels or Inns at places marked.** *Dangerous Hills.†*

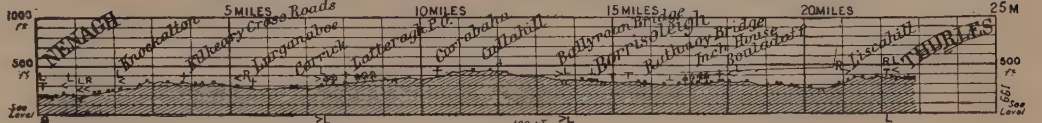
ROUTE 250. NENAGH TO BIRR *(Direct)*.



ROUTE 251. NENAGH TO (PORTROE AND) KILLALOE.



ROUTE 252. NENAGH TO BORRISOLEIGH AND THURLES.



253 NENAGH TO PORTUMNA.

Description.—Class II. An undulating road with surface above the average, but not specially good, the whole way to Portumna, with a bumpy section near the Shannon. Gradients seldom exceed 1 in 17, but there is a short 1 in 13 at Carrigahorig.

After Portumna the road is of rather bumpy surface, but as there is not much traffic, a very fair run is obtained, and approaching Lawrencetown the surface is in very good condition. Thereafter to Ballinasloe the road is rather bumpy, but taken as a whole it is good going. There are scarcely any gradients worth mentioning.

Measurements.

Nenagh.**					
5½	Ardcrony.*				
10¼	4¾	Borrisokane.*			
15¼	9¾	5	Carrigahorig.*		
19½	14	9¼	4¼	Portumna.**	
30¾	25½	20½	15½	11¼	Laurencetown.*
39½	33¾	29	24	19¾	8½ Ballinasloe.**

Notes.—On a clear day the Silvermine Mountains (S), Devils Bit (S.E.), the low hill of Knockshigowna (E), and the Slieve Aughty Mountains (W.), and those surrounding Lough Derg, stand up very prominently. Portumna: Cromwell's Castle, Castle (Clanricarde) fire 1826, Lawrencetown: Court House. BALLINASLOE: Garbally Demesne (Clancarty).

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254 NEWPORT TO CROSSMOLINA.

Description.—Class II. A narrow but fair road, with not much traffic and passably good surface to Nephin, and with a few hills near the latter place; thereafter a well kept, smooth, and easy road.

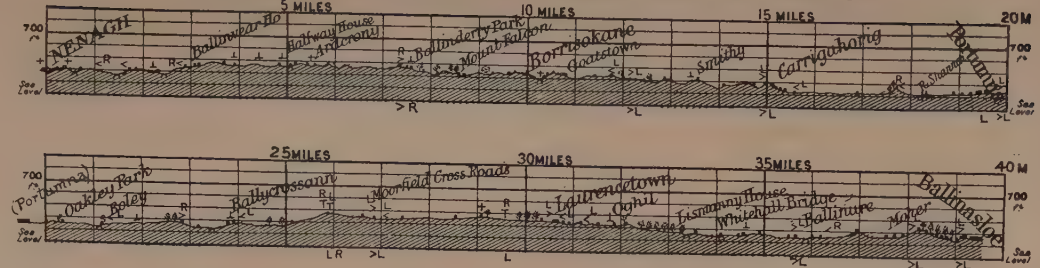
Measurements.

Newport.* (Route 323.)				
7⅜	Beltra School.			
15⅝	7⅞	Lahardane (Nephin).		
20⅞	13	5½	Crossmolina.**	
28⅝	20½	13	7½	Ballina.** (Route 21.)

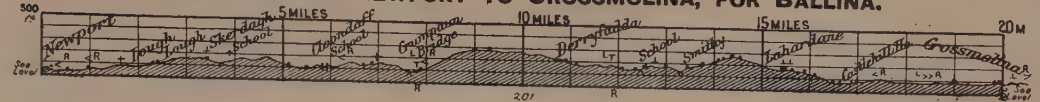
Notes.—An open road, passing Beltra Lough at 7⅜m., and running at the foot of Nephin Mountain, afterwards overlooking Lough Conn. Several private houses on the banks of this Lough are now turned into hotels.

Hotels or Inns at places marked *.

ROUTE 253. NENAGH TO PORTUMNA AND BALLINASLOE.



ROUTE 254. NEWPORT TO CROSSMOLINA, FOR BALLINA.



255 New Ross to Duncannon.

Description.—Class II. A bumpy road for 2½m. (F.P), then a fairly good road, with some excellent stretches to Dunbrody, after which fine surface. For Arthurstown, R. at 10⅜m., an easy descent. For Duncannon, L. at 10¾m., an easy road ending with a stiff 1 in 16 hill into Duncannon. From 7 to 9¾m. the road is rather intricate.

Measurements.

New Ross,** Royal Hotel.
9⅜ Dunbrody.
12⅝ 3½ Arthurstown,* or
14⅝ 5½ Duncannon.*

Notes.—9½m. Dunbrody Abbey Ruin (1182). Arthurstown and Duncannon are prettily situated on the steep sides of Waterford Harbour. Duncannon: Fort.

256 New Ross to Enniscorthy.

Description.—Class II. A bad bumpy road with a steep 1 in 14 descent at 1½m., then poor surface to Ballyanne Bridge. Thereafter the road has smooth surface and easy gradients—almost a fast road—till within 2m. of Enniscorthy, where it becomes very bumpy. There is a sharp little hill at 13¼m.

Waterford.**			**Measurements.**
15			New Ross,** Royal Hotel.
23	8		Palace Junction Cross Roads.
27	12	4	Clonroche.
35½	20½	12½ 8½	Enniscorthy,** Bridge.

Notes.—Clonroche: Castleboro House. Enniscorthy: Anglo-Norman Castle, Vinegar Hill, Fight, 1798.

257 New Ross to Newtownbarry.

Description.—Class II. An exceedingly bumpy road for 3m. (F.P. 1m.), with a stiff hill, 1 in 14, at 1½m.; thence it is a good road, but of bumpy surface, to Ballywilliam. Thereafter the road is a little better to Rathnure (10½m.), when there are some stiff hills—mostly 1 in 16—to Killann (12½m.), after which the road improves, and is a smooth fast road to Newtownbarry with gradients seldom above 1 in 23. Kiltealy is passed on the hill to the west, (L. at 14m., rejoining at 18m.)

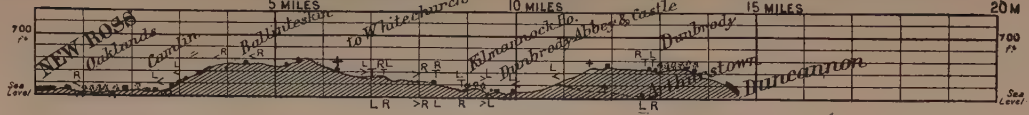
Measurements.

New Ross,** Royal Hotel.
5¾ Ballywilliam.*
13⅜ 7⅞ Killann.
(17 11¼ 3⅝ Kiltealy.)
24¾ 19 11⅜ 8 Newtonbarry.*

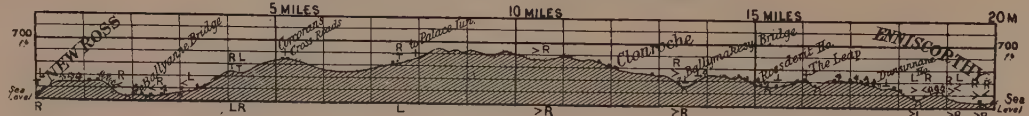
Notes.—A pleasant route skirting the foot of the mountains.

*Hotels or Inns at places marked.**

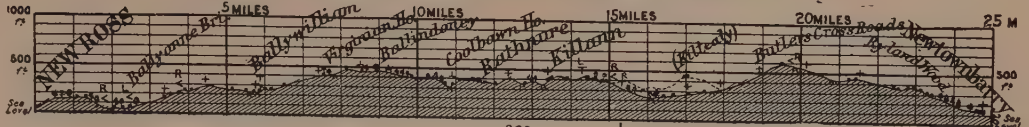
ROUTE 255. NEW ROSS TO DUNCANNON, OR ARTHURSTOWN.



ROUTE 256. NEW ROSS TO ENNISCORTHY.



ROUTE 257. NEW ROSS TO NEWTOWNBARRY.



258 NEWRY TO ARMAGH.

Description.—Class II. An exceedingly steep and hilly road, but with excellent surface on the long ascent. There are several short pitches, steep, but not dangerous, at 3¾ and 4¾m. 1 in 13; 6m. 1 in 9; 6¾ and 8¼m. 1 in 11. After Markethill 13¼m. 1 in 9; 16¼m. 1 in 14; and 18½m. 1 in 18. This road is easier taken in this direction.

Measurements.—Newry,** Square.

		8¼	Loughgilly Church.
12¼	4		Markethill.*
19	10¾	6¾	Armagh.**

Notes.—Markethill: Gosford Castle. ARMAGH: Cathedral, Observatory, Library, School, The Mall.

259 NEWRY TO CASTLEBLAYNEY.

Description.—Class II. A splendid, smooth, and finely engineered road over the hills, with gradients:—at 6m. 1 in 15, 6½ and 11¼m. 1 in 17, but mostly about 1 in 23 to Newtownhamilton.

After Newtownhamilton the road has smooth surface, and there is a very steep turn at 17¾m. The gradients at 16¼ and 18½m. are 1 in 17, otherwise the road is easy.

Measurements.—Newry,** Square.

		3¼	Camlough.
	7½	4	Belleek.*
11⅞	8⅝	4⅝	Newtownhamilton.* (R.239.)
22⅜	19⅓	15⅓	10⅓ Castleblayney.**

Notes.—Castleblayney: Castle. An uninteresting road.

260 NEWRY TO HILLTOWN AND NEWCASTLE.

Description.—Class II. A slightly hilly road, mostly of good surface, and partly steam-rolled to Hilltown; thence it is a fair country road over the mountain, finely graded, and with some excellent stretches to the summit, then rather poor and steep till near Bryansford, after which it is a capital road.

Gradients.—The worst are at 2⅜m. 1 in 13; 3¼m. 1 in 10; 5¼m. 1 in 12; 6¼m. 1 in 13; 7¼m. 1 in 10; 9½m. 1 in 12; 12m. 1 in 14; 12½m. 1 in 12.

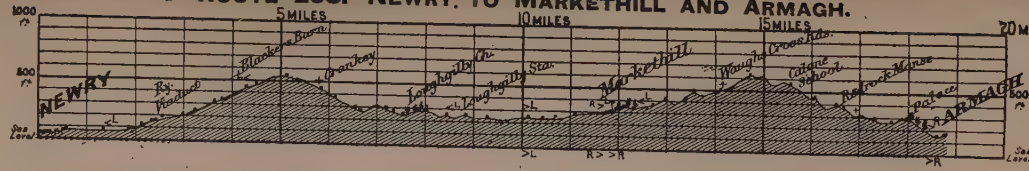
Measurements.—Newry.**

		5½	Mayo Bridge.*
	9	3¾	Hilltown.*
17¾	12½	8¾	Bryansford.*
20⅝	15⅝	11⅝	2⅞ Newcastle,** P.O.

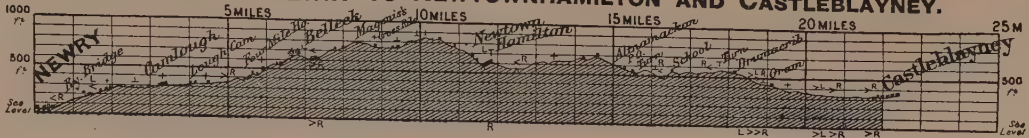
Notes.—2m. Crown Rath. Bryansford: Tollymore Park. Newcastle: a favourite summer resort, Slieve Donard.

*Hotels or Inns at places marked **.*

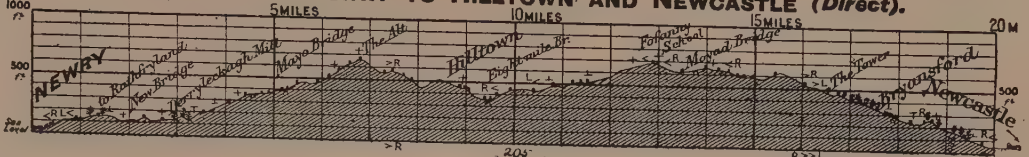
ROUTE 258. NEWRY TO MARKETHILL AND ARMAGH.



ROUTE 259. NEWRY TO NEWTOWNHAMILTON AND CASTLEBLAYNEY.



ROUTE 260. NEWRY TO HILLTOWN AND NEWCASTLE *(Direct)*.



261 NEWRY TO DOWNPATRICK.

Description.—Class I. A fine, smooth, steam-rolled mail-road with long easy gradients—seldom exceeding 1 in 17—to Rathfryland, on top of a hill 1 in 8† (both sides); thence the road is almost as good to Castlewellan. Thereafter the road decends steeply—part 1 in 11† (old road—straight on—1 in 7†), and up 1 in 8† to Annesborough, thence stiff hills on to Clough, but good steam-rolled surface to Downpatrick. From Downpatrick to Strangford the road is mostly steam-rolled, gradient at 35¼m. 1 in 16.

Measurements.—Newry,** Square.

		10½		Rathfryland.*
19⅝		9⅝		Castlewellan.*
24½		14¼	4⅝	Clough.*
30⅝		20⅜	11	6⅛ Downpatrick.*
39		28¾	19⅜	14½ 8⅝ Strangford.

Notes.—Rathfryland is situated on the summit of a hill, and is visible for a great distance. Castlewellan: Demesne. DOWNPATRICK: Abbey, Ancient Fort.

262 NEWRY TO NEWCASTLE, &C.

Description.—Class II. Splendid surface to Warrenpoint, then an excellent undulating road, partly rolled to Newcastle. Considering the amount of traffic on it, this is a very fine road. From Newcastle to Dundrum the road is good, but with a steep hill at 36¼m. 1 in 12; 37m. 1 in 11. Route 261 is joined either at Clough, or Tullymurry Station.

Measurements.

Newry,** Square.						
6⅝	Warrenpoint.**					
8¾	2⅜	Rostrevor,** Corner.				
18¼	11⅞	9½	Kilkeel.*			
23¾	17⅜	15	5½	Annalong.		
31	24⅝	22¼	12¾	7¼	Newcastle,** P.O.	
35½	29½	26¾	17¼	11⅜	4½	Dundrum.**
44	37⅝	35½	25¾	20½	13	8½ Downpatrick,* Clock.

Notes.—Views of the Carlingford and Mourne Mountains.

263 NEWRY TO CARLINGFORD, &C.

Description.—Class II. A poor road for 3m., then capital surface, with F.P. near Dundalk. The road for Greenore turns off at 12¼m., and joins in at Bush. There are several short hills of 1 in 13 between 13 and 17m., with 1 in 9 at 16¼m.

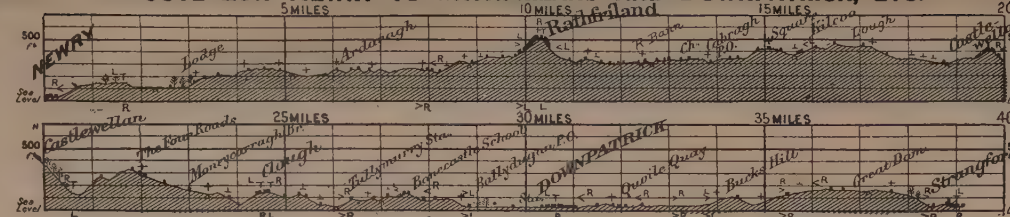
Measurements.

Newry,** Square.				
7	Omeath,* Station.			
11⅝	4⅝	Carlingford.*		
(14⅞	7⅞	3¼	Greenore.**)	
15	8	3⅜	3⅞	Bush.*
26	19	14⅜	14⅜	11 Dundalk,** Court House.

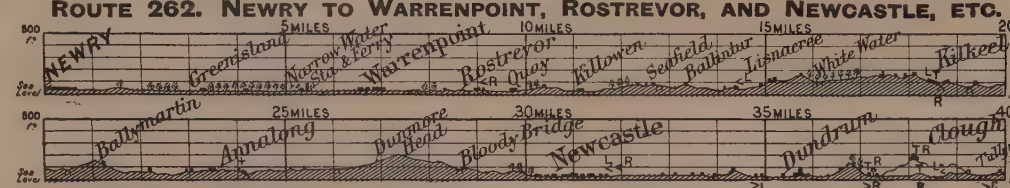
Notes.—5½m., Narrow Water Ferry. Carlingford: Castle.

*Hotels or Inns at places marked.** *Dangerous Hills †.*

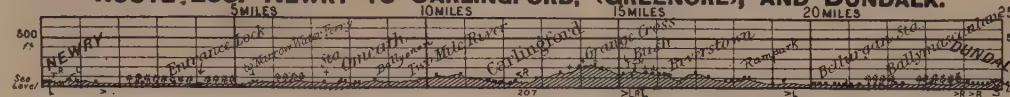
Route 261. Newry to Rathfriland and Downpatrick, etc.



Route 262. Newry to Warrenpoint, Rostrevor, and Newcastle, etc.



Route 263. Newry to Carlingford, (Greenore), and Dundalk.



264 NEWRY TO PORTADOWN.

Description.—Class II. A fine, level, and fairly fast road for 6m., then somewhat hilly—mostly 1 in 15—but with good surface to Tanderagee (on a slope of 1 in 10†) and Portadown. English milestones. Gradients:—at 6½m. 1 in 10-14, 7m. 1 in 14, etc.

Measurements.		
Newry,** Square.		
9	Pointspass.*	
(12	3	Scarva.*)
14	5	Tanderagee.*
19⅝	10⅝	5⅝ Portadown.**

Notes.—6¾m. Drumbanagher House. Tanderagee: Castle.

265 NEWTOWNSTEWART TO CASTLEDERG.

Description.—Class III. Fine surface for 2m. on the Strabane Road, then a very third-rate road, narrow and with sharp steep hills to Ardstraw, and until within 3m. of Castlederg. Thence tramway alongside the road.

Measurements.		
Newtownstewart.**		
3⅝	Ardstraw Bridge.	
9⅝	6	Castlederg.*

Notes.—Castlederg: Castle Ruin (1619).

266 NEWTOWNSTEWART TO DRUMQUIN.* 9½m.

Description.—Class III. A bumpy road for 1½m., then a fair but exceedingly hilly road past Baron's Court Demesne to Drumquin. The hill at 2½m. is mostly 1 in 18.

Notes.—Barons Court is one of the finest demesnes in the north of Ireland.

267 NEWTOWNSTEWART TO COOKSTOWN.

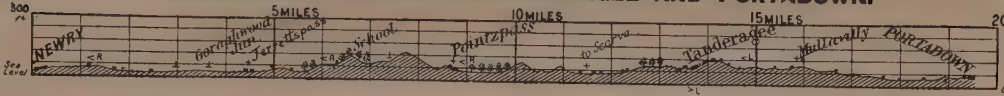
Description.—Class III. A hilly and very bad steep road. Gradient at 5½m. 1 in 13. After Gortin, there are continuous hills through open semi-cultivated country for 15m., where Route 271—through the open bog—is joined.

Measurements.			
Newtownstewart.**			
6¾	Gortin.*		
13⅞	7⅛	Greencastle.	
23½	16⅝	9½	Kildress Hotel.*
29⅝	22⅞	15½	6½ Cookstown.**

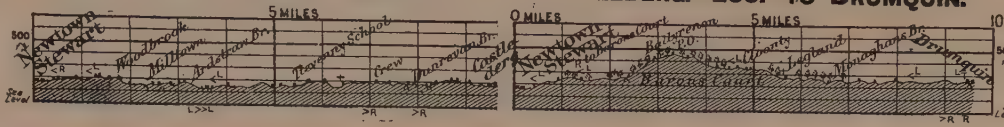
Notes.—An uninteresting road.

Hotels and Inns at places marked. Dangerous Hills†.*

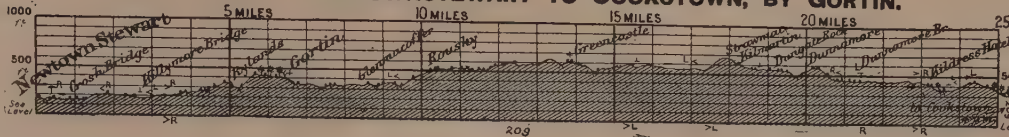
ROUTE 264. NEWRY TO TANDERAGEE AND PORTADOWN.



ROUTE 265. NEWTOWNSTEWART TO CASTLEDERG.—266. TO DRUMQUIN.



ROUTE 267. NEWTOWNSTEWART TO COOKSTOWN, BY GORTIN.



268 OLDCASTLE TO GRANARD.

Description.—Class III. A narrow, undulating, cross-country road of inferior surface. At 6¼m. turn R for the bog road to Finnea, which is level and of fair surface, or L for the hill road (1 in 10 grades), which commands a splendid view of Lough Sheelin.

Measurements.—Oldcastle.*

1⅜		Millbrook.
12	10⅝	Finnea.*
17½	16½ 5½	Granard.*

Notes.—An uninteresting road. Granard: Church, fine view from the Moat of Granard.

269 OMAGH TO BUNDORAN.

Description.—Class II. The road is undulating, with fair surface for the first 6m.; after that it is rather better, and between Kesh and Pettigoe is very good. From Pettigoe to Belleek it is poor and hilly for the first 2m.—gradients not above 1 in 17—but after Castlecaldwell the surface is splendid the whole way into Belleek, with the exception of a short hill at 34½m. 1 in 12.

From Belleek to Ballyshannon the main road is undulating with fair surface—gradient at 39¾m. 1 in 19—but for the sake of the view the tourist is recommended to follow Route 140.

From Ballyshannon to Bundoran is a very fair road, but with one stiff hill.

Measurements.

Omagh,**		Court House.			
13⅛		Lack.*			
19¼	6⅛	Kesh.*			
24⅝	11¼	5⅛	Pettigoe.*		
32¼	19⅛	13	7⅞		Castlecaldwell Station.
37½	24⅛	18	12⅝	5	Belleek.**
41¾	28⅝	22½	17⅝	9½	4⅛ Ballyshannon.**
45⅞	32⅝	26½	21⅝	13½	8½ 4⅛ Bundoran.**

Notes.—Pettigoe: Lough Derg. 32¼m. Castlecaldwell Ruins. 34¼m. Magheramenagh Castle. Belleek: Pottery, Sluices. Bundoran: Popular Summer Resort. This is a pretty road from Pettigoe to Belleek.

270 OMAGH TO CASTLEDERG.

Description.—Class II. A very fair road, well engineered, with almost no hills worth noticing, and with some superior portions near Drumquin; thereafter variable, with some very fine sections, and some very bumpy parts, according to material used.

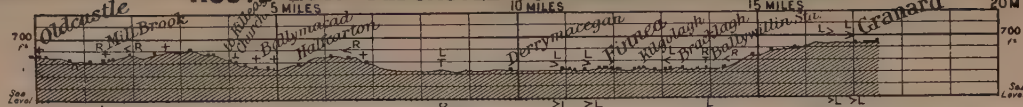
Measurements.—Omagh,** Court House.

9⅛		Drumquin.*
17⅝	8½	Castlederg.*

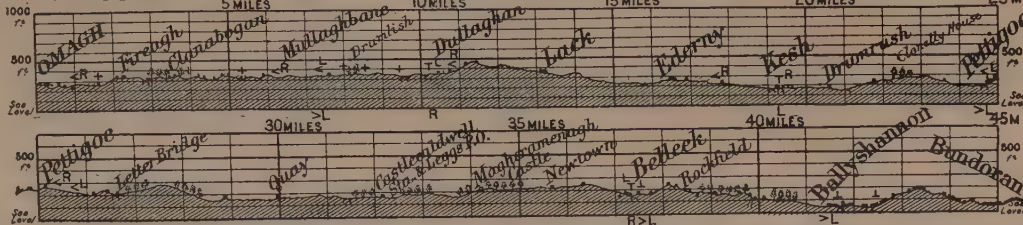
Notes.—Castlederg: Castle Ruin 1619.

*Hotels or Inns at places marked**

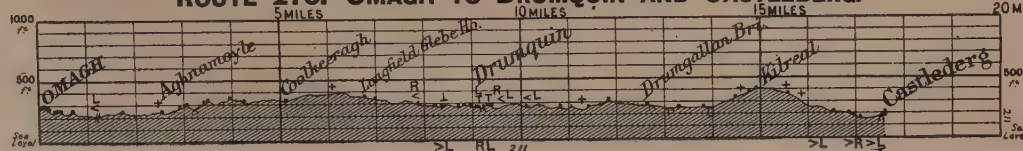
Route 268. Oldcastle to Finnea and Granard.



Route 269. Omagh to Pettigoe, Ballyshannon, and Bundoran.



Route 270. Omagh to Drumquin and Castlederg.



271 OMAGH TO COOKSTOWN.

Description.—Class II. Of the routes to Cookstown, the easiest road (by Kildress) is the least inviting. Surface quite fair to Mountfield, then an open bog road for 14m. to Kildress Hotel, after which bumpy to Cookstown. The road on the bog is of the usual indifferent character, fairly stony, in tracks at many points, but quite good going.

Measurements.—Omagh,** Court House.

7			Mountfield.*
20½	13½		Kildress Hotel.*
27	20	6½	Cookstown.**

The other road, by Pomeroy, has rather better surface, and though much steeper, is altogether the more pleasant road to travel. Gradients: at 7½m. 1 in 19; 13m. 1 in 13; 16½m. 1 in 15. Thence to Cookstown the surface is almost better, but the road is somewhat hilly, with good stiff gradients. 21m. 1 in 8† is a bad hill. Another Route to Pomeroy is given in Route 272.

Measurements.—Omagh,** Court House.

5⅜			Drumakilly.
12	6½		Carrickmore Station. (R. 272.)
16⅝	10⅞	4⅝	Pomeroy.* (Route 272.)
26½	20⅜	14½	9⅝ Cookstown.**
25¾	19⅞	13¾	9⅛ *Dungannon.***

Notes.—Pomeroy: House. Cookstown: Killymoon Castle.

272 OMAGH TO DUNGANNON.

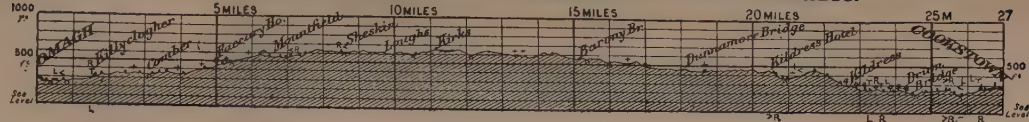
Description.—Class II. The road to Pomeroy given in this plan, although not the most direct—for which see the previous route—is an excellent road round by Beragh, rejoining Route 271 at Carrickmore Station; thence it is exceedingly hilly, with bad gradients of 1 in 13 at 14½m., and 1 in 15 at Pomeroy; thereafter the road is quite easy, but with several short hills to Dungannon. The easiest route to Dungannon is by Ballygawley, Routes 274 and 275.

Measurements.

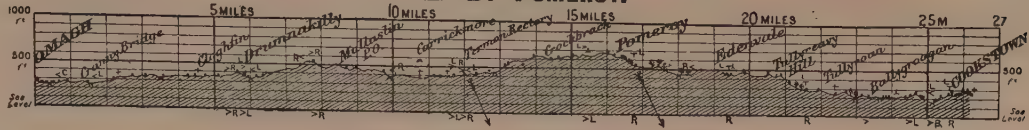
Omagh,** Court House.				
7⅜				Beragh.*
9½	1¾			Six-mile Cross.*
13⅜	6	4½		Carrickmore Station. (Route 271.)
18	10⅝	8¾	4⅝	Pomeroy.* (Route 271.)
27⅛	19¾	17⅞	13¾	9⅛ Dungannon.**
27⅝	20½	18⅜	14½	9⅝ *Cookstown.***

*Hotels or Inns at places marked *. Dangerous Hills.†*

Route 271. Omagh to Cookstown. (1) By Kildress.

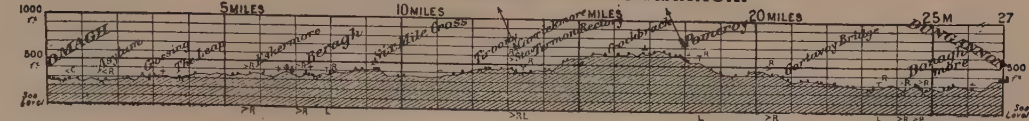


(2) By Pomeroy.



The road to Pomeroy by Beragh is shown below.

Route 272. Omagh to Dungannon.



The shorter road to Pomeroy is shown above,

273 OMAGH TO FINTONA, &c.

Description.—Class II. The road is very bumpy and undulating for the first 4m., but it soon improves, and after Fintona has very fair surface. (Irish milestones). Route 142 is joined at 15⅜m.

Measurements.

Omagh,** Court House.
8¼ Fintona.*
17⅛ 8⅞ Trillick.
22⅝ 14⅜ 5½ Bellanamallard.*
29⅜ 21⅛ 12¼ 6⅜ Enniskillen,** Town Hall.

Notes.—Enniskillen: Castle, Barracks.

274 OMAGH TO MONAGHAN.

Description.—Class I. The road is very bumpy at first, and is rather stiff at one or two points. After 5m. the surface improves a little, and is very fair going over the hill—13½m. 1 in 16—to Ballygawley; thereafter it is a good road to Auchnacloy. From Auchnacloy to Monaghan the road is fairly level, and the surface is good. (Irish milestones).

Measurements.

Omagh,** Court House.
11⅛ Garvaghy.*
15¾ 4⅝ Ballygawley.**
20¼ 9⅛ 4½ Aughnacloy.*
25⅝ 14½ 9⅞ 5⅜ Emyvale.
32½ 21⅜ 16¾ 12¼ 6⅞ Monaghan,** Court House.

Notes.—Ballygawley House. Light railway from Ballygawley to Achnacloy. Monaghan: Cathedral.

275 PORTADOWN TO DUNGANNON, &c.

Description.—Class II. A level road of good surface, and well kept, to Dungannon. From Dungannon to Ballygawley the surface is quite good and the road well made. This is the shortest and best route between Belfast, Dungannon, and Omagh.

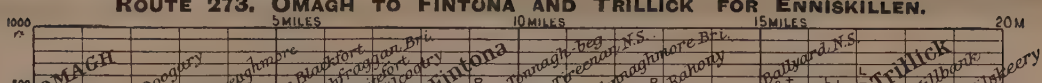
Measurements.

Belfast,** Bank. (Route 49).
8 Lisburn,* Town Clock.
26⅛ 18⅛ Portadown.**
36⅛ 28¼ 10⅛ Verner's Bridge.
41⅞ 33⅞ 15⅝ 5⅝ Dungannon.**
54⅝ 46⅝ 28½ 18⅜ 12¾ Ballygawley.**
70⅜ 62⅜ 44¼ 34⅛ 28½ 15¾ Omagh.** (Route 274.)

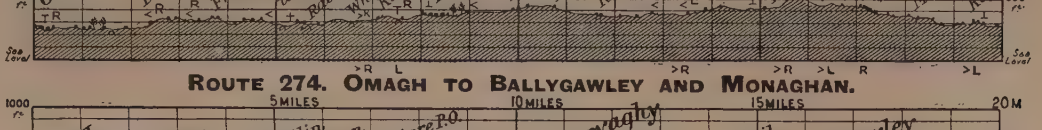
Notes.—DUNGANNON: College. Castlecaulfield: Walker Memorial. Ballygawley: House. An uninteresting road.

*Hotels or Inns at places marked.**

Route 273. Omagh to Fintona and Trillick for Enniskillen.



Route 274. Omagh to Ballygawley and Monaghan.



Route 275. Portadown to Dungannon and Ballygawley, for Omagh.

276 RAMELTON TO RATHMULLEN.

Description.—Class III. A slightly bumpy, but otherwise excellent road along the shore of Lough Swilly to Rathmullen, where there is a steamer across to Fahan Pier.

Measurements.—Ramelton.*

		3¼	Ray. (Route 279).
6⅝		2⅞	Rathmullen.**
7		3¼	⅜ Do. Pier.

277 RAMELTON* TO KILMACRENAN.** 6⅞m.

Description.—Class II. An excellent, and after the first 2½m., an almost level road with very little traffic. One of the best roads in Donegal. (Irish Milestones).

278 RATHDRUM, &C., TO DRUMGOFF.

Description.—Class III. This route is only taken on account of the fine scenery, as although the surface is good, the gradients are very steep. The scenery of Glenmalure is very fine, with high mountains at the head of the valley. The ascent from Rathdrum is 1 in 12, and descent to Greenan 1 in 11.

From Glendalough this route is a continuation of the military road, Route 114. The surface is quite fair, but the gradients are long and very severe—ascent commences 1 in 12 then mostly 1 in 19, descent 1 in 13-9†.

Measurements.

Rathdrum Station.			Glendalough,** Royal Hot.
½			Rathdrum.** (Route 230).
3⅝		3½	Greenan.
7¼	6¾	3⅜	Drumgoff Hotel.**
		1½	Laragh.
		6¾	5½ Drumgoff.**

279 RATHMULLEN TO MILFORD, &C.

Description.—Class III. A slightly bumpy, but otherwise excellent road along the shore of Lough Swilly to Ray; then a slightly bumpy road over bog country to Milford. Thereafter fairly good surface, but apt to be broken by motor traffic for 3m., where L up a very fair but long stiff winding ascent with sharp curves, gradient mostly 1 in 20, but parts 1 in 14, followed by an easy descent with a sharp drop at 17½m.—1 in 15-13†-16—to Glen.

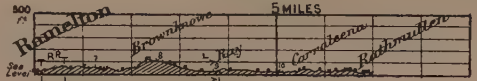
Measurements.—Rathmullen Pier.

		⅜	Rathmullen.**
		3¼	2⅜ Ray.*
8⅝		8¼	5⅜ Milford.** (Route 194).
18⅜	18	15⅛	9¾ Glen.* (Route 282).

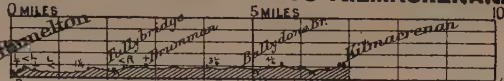
Notes.—10¾m., Cratlagh Wood, Earl Leitrim shot.

*Hotels or Inns at places marked *. Dangerous Hills.†*

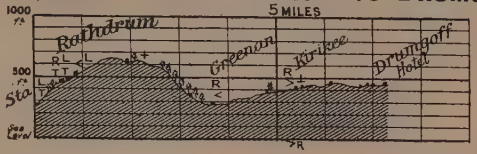
Route 276. Ramelton to Rathmullen.

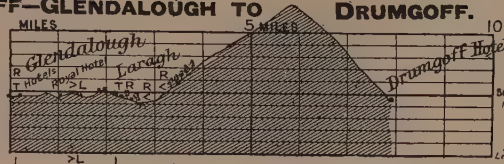


277. Ramelton to Kilmacrenan.

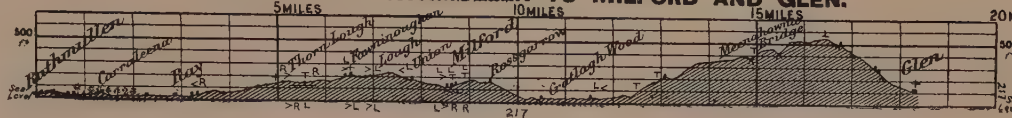


Route 278. Rathdrum to Drumgoff—Glendalough to Drumgoff.





Route 279. Rathmullen to Milford and Glen.



280 Recess to Leenane or Renvyle.

Description.—Class III. An easy road, with fairly good surface—above the average. R. at 10½m. for Leeenane; L. for Renvyle, a good road, but hilly—with 1 in 15 near Tully Cross. L. for Letterfrack at 14½m.

Measurements.—Recess Hotel.**

1½			Recess Station.
13	11¾		Kylemore Castle.
(15¾	14½	2¾	*Letterfrack.***)
(16⅞	15⅝	...	*Leenane Hotel.***)
17¼	16	4¼	Tully Cross.
19⅝	18⅜	6⅝	2⅜ Renvyle Hotel.**

Notes.—Fine views of Derryclare Lough, Lough Inagh, and Kylemore Lough; and of the Mountains and Coast near Renvyle.

281 Recess to Roundstone.

Description.—Class II. An excellent and practically level run alongside some loughs, surface excellent to Ballynahinch; then not quite so good.

Measurements.—Recess Hotel.**

1½			Recess Station.
7	5¾		Ballynahinch Station.
8⅝	7⅜	1⅝	Toombeola Bridge. (R. 78.)
13	11¾	6	4⅜ Roundstone.*

Notes.—Fine views of the "Twelve Pins' Toombeola: Abbey.

282 Rosapenna to Glen, &c.

Description.—Class III. An excellent flat road over the sand dunes to beside Carrigart, then short hills of 1 in 17, but sometimes 1 in 13, to Glen, when it becomes a flat road of poor surface, and not much used, over the bog to 9¼m., where join Route 193; which follow to Kilmacrenan.

Measurements.

Rosapenna Hotel.**			
(1¾			Carrigart.* Route 194.)
5¼	3¾		Glen.* (Route 279.)
15¾	14½	10½	Kilmacrenan.** (Route 193.)
22½	21¼	17⅜	6¾ Letterkenny,** Court House.

283 Roscommon to Elphin.

Description.—Class III. A continually undulating road of fairly good surface, and with occasional smooth sections to Tulsk Cross, 11m. Gradients at 2½ and 10m., 1 in 15. The road is then more level, but with inferior surface, and one stiff pull to Shankill Cross.

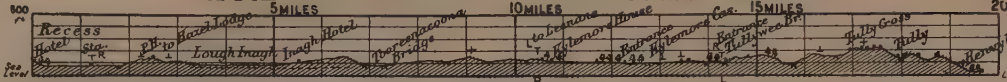
Measurements.—Roscommon.**

8⅝			Clashaganny.*
(11⅝	2¾		Tulsk. Route 221.)
17⅛	8½	6⅛	Elphin.*

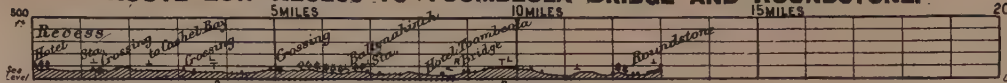
Notes.—Hilly country of no interest.

Hotels or Inns at places marked *.

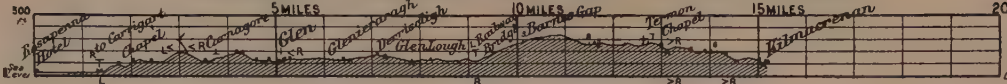
ROUTE 280. RECESS TO KYLEMORE AND RENVYLE.



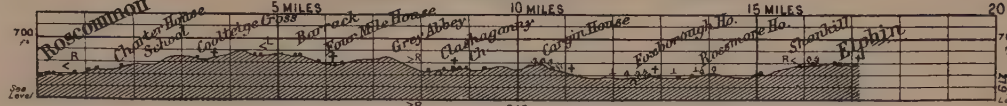
ROUTE 281. RECESS TO TOOMBEOLA BRIDGE AND ROUNDSTONE.



ROUTE 282. ROSAPENNA AND GLEN TO KILMACRENAN.



ROUTE 283. ROSCOMMON TO ELPHIN.



284 SKIBBEREEN TO SKULL, &c.

Description.—Class II. A bumpy and uninteresting road, with light railway alongside, all the way to Skull. No gradients of any consequence except the stiff hills near Ballydehob—1/14. From Skull there is a bad 1/11† ascent, and after a short run, a similar descent, at 21 and 23½m., then a capital easy road to Toormore, where join Route 43.

Measurements.—Skibbereen.*

		9⅜	Ballydehob.*
14½		4⅜	Schull.**
20		10½	5½ Toomore.*
25⅞		16⅛	11⅝ 5⅞ Crookhaven.

Notes.—A pleasant road along the banks of the river Ilen for 4m. Thereafter uninteresting. Ballydehob is at the end of Roaringwater Bay, and Schull pleasantly situated on Schull Harbour. Crookhaven is a very sheltered harbour.

285-6 SKIBBEREEN TO DRIMOLEAGUE. SKIBBEREEN TO BANTRY.

Description.—Class II. A bumpy road for 4½m., where R. for Drimoleague, L. for Bantry. Thereafter fair surface on both roads, until joining the Bandon and Bantry road (Route 48).

Measurements.

Skibbereen.*			Skibbereen.*	
4½	Dereeny Bridge.		5½	Madore Station Crossing.
8½	4 Drimoleague.*		9½	4½ Aghaville Cross.*
16½	11⅞ 7⅛ Dunmanway.*		17½	12⅜ 8¼ Bantry.**

287 SLIGO TO DRUMAHAIRE.

Description.—Class II. *North Side*—the best road out of Sligo. Slightly bumpy surface, and F.P., for 2m. Then a splendid smooth and well kept road of very fine surface, but with some short stiff pulls of 1/13 over the hills, at 4½ and 7¾m., then level and fine to within 1m. of Drumahair, when it becomes bumpy, but with F.P. (English milestones).

The road by the *South Side* of L. Gill is bumpy, but with F.P. for 2m. out of Sligo, then an excellent road, but with one or two inferior portions, and several short hills, not above 1 in 13, to Drumahair. The short cut, L., 1m. from Sligo, has a bad hill of 1 in 8†.

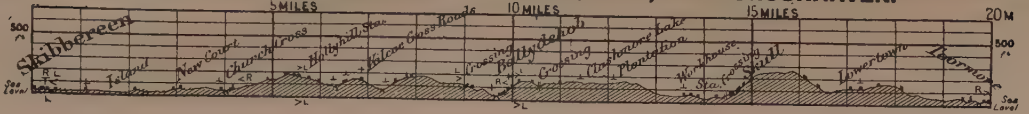
Measurements.—Sligo.**

		5⅞	Lough Gill, North Shore.
		11⅝	Drumahaire.**
...		...	Lough Gill, South Shore.
23½		11½	3⅜ Sligo.**

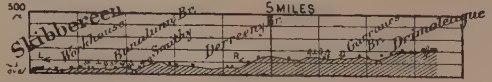
Notes.—2m. Hazelwood House Demesne. Drumahaire: Castle Ruins, Abbey Ruins. This is a very pleasant road, on the north side skirting Lough Gill from 5⅞ to 9¼m., and on the south side from 3⅜ to 5½m.

*Hotels or Inns at places marked.** *Dangerous Hills†.*

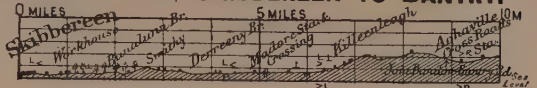
Route 284. Skibbereen to Skull, etc., for Crookhaven.



Route 285. Skibbereen to Drimoleague.

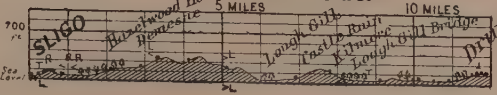


286. Skibbereen to Bantry.

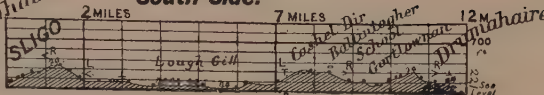


Route 287. Sligo to Lough Gill and Drumahaire.

North Side.



South Side.



288 SLIGO TO BALLINA.

Description.—Class I. A fine broad road, gradient 1 in 20 out of Sligo, but bumpy surface with F.P. to Ballysadare; then fairly good but bumpy, though gradually improving in quality. After Dromore it is a wide well kept mail road, continually undulating, but with no hills above 1 in 17, and these at only one or two points. An easy and superior road for all traffic, but on account of the regular car traffic it is apt to be heavy in bad weather. (English milestones.)

Measurements.

Sligo.**					
5	Ballysadare.*				
16⅜	11⅜	Skreen Inn.*			
21⅜	16⅜	5	Dromore Inn.*		
27½	22⅛	10⅞	5⅞	Culleen.*	
31⅞	26⅞	15½	10½	4⅝	Corbally.
36¾	31¾	20⅜	15⅝	9⅝	4⅞ Ballina.**

Notes.—A rather bleak inland road, occasionally commanding views of the sea, but otherwise uninteresting. Ballisadare: Abbey. Ballina: Salmon Weir, Rosserk Abbey Ruins, Lough Conn.

289 SLIGO TO ENNISKILLEN.

Description.—Class II. A bumpy road with F.P. for 2m., then an easy ascending road of tolerably good surface in Co. Sligo, and of indifferently good surface, in Co. Leitrim to Manorhamilton. Cyclists usually follow the longer and prettier road along Glencar Lake. L down a steep hill at 5½m., then level alongside Lake.

From Manorhamilton the road has rather inferior surface, but approaching Black Lion it improves, and thence to Enniskillen is an excellent broad road with slight undulations and wonderfully smooth surface. English milestones.

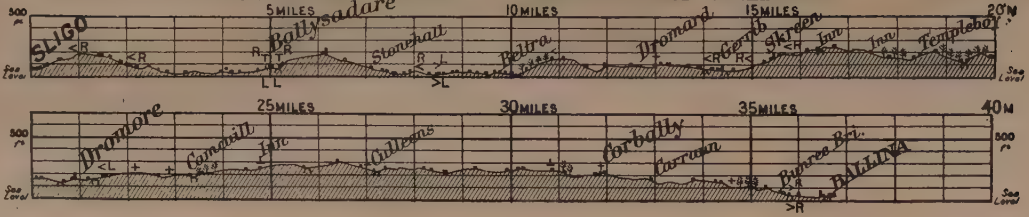
Measurements.

Sligo.*				
6	Glencar Lough.			
16½	Manorhamilton.**			
29⅝	13¾	Black Lion.*		
30½	14⅛	⅜	Belcoo.*	
41⅞	25⅝	12	11⅝	Enniskillen,** Town Hall.

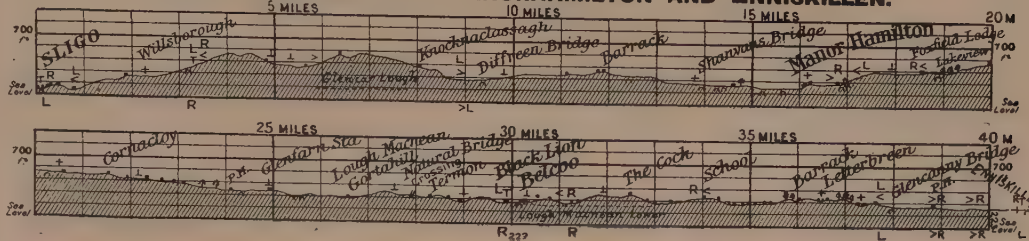
Notes.—The scenery at the Waterfall, and the fine cliffs around Glencar Lake, make this a pretty and favourite run. Manorhamilton: Screeny House Ruins. Black Lion: R. for Marble Arch and Florence Court. Enniskillen: Castle, Barracks, Castle Coole, Devenish Round Tower and Abbey, Town Hall.

Hotels or Inns at places marked *.

ROUTE 288. SLIGO TO DROMORE AND BALLINA.



ROUTE 289. SLIGO TO MANORHAMILTON AND ENNISKILLEN.



290 Sligo to Boyle and Longford.

Description.—Class I. The Dublin road. A very bumpy road with F.P. to Collooney, gradient 1 in 20; after which the surface is better as far as Ballinafad, when the road becomes rather steep—1 in 16 at 20½m.—though with excellent surface over to Boyle; the descent is 1 in 15, stiff, but not dangerous. Thereafter the road becomes rather bumpy but with some smooth stretches to Carrick.

After Carrick, the road is bumpy more or less the whole way to Longford, with short hills mostly 1 in 19, some 1 in 14, to Drumod. The best part of the road is between Drumod and Rinn Bridge (50m.). F.P. occasionally near the villages. English milestones.

The more direct road to Carrick is shown below.

Measurements.

Sligo.**										
5	Ballysadare.*									
7	2	Collooney.*								
20	15	13	Ballinfad.							
24⅜	19¾	17¾	4⅜	Boyle.**						
33⅞	28¾	26¾	13¼	9⅜	Carrick-on-Shannon.**					
37½	32⅜	30½	17⅛	12⅞	3½	Jamestown.*				
38¼	33¼	31½	18⅛	14	4⅜	1⅛	Drumsna.*			
44⅞	39⅜	37⅝	24⅝	20⅝	11	7¾	6⅝	Drumod.*		
56½	51½	49½	36⅛	32	22⅝	19⅛	18	11⅜	Longford.**(R.243)	
82⅛	77⅛	75⅛	62⅛	57⅞	48¼	45	43⅞	37½	25⅞	Mullingar.**
131⅛	126⅝	124⅝	111⅝	107⅝	97¾	94½	93⅝	86¾	75⅝	49½ Dublin.**

Notes.—Fine views from the Curlew Mountains, and at those points where the road approaches Lough Arrow, and the Shannon. Ballysadare: Abbey. Collooney: Battle with French 1798, Markree Castle and Observatory. Cloongad: Castle Baldwin Ruins, and Lough Arrow. Ballinafad; Castle. Boyle: Abbey Ruins 1148. 26m.: Rockingham House. Jamestown: Old Fortifications. Newtownforbes: Castle Forbes (Earl Granard). Longford: Cathedral.

291 Sligo to Carrick.

Description.—Class III. A very bumpy road for 1m., grades 1 in 20 at ½m. and 1⅜m., and 1 in 13 at 3½m. and 4½m., then excellent surface to Carrick, but with a good many short and stiff hills, nearly all 1 in 10. These are so numerous, that there is more climbing done than by Route 290 which rises much higher. F.P. for 2m. at Sligo and before Carrick. English milestones.

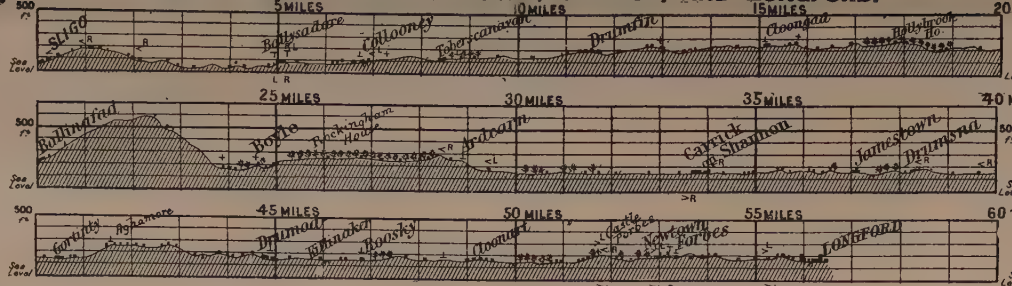
Measurements.—Sligo.**

19½	Ballyfarnan.		
22¾	3½	Keadew.	
28	8⅝	5½	Leitrim.*
31¾	12½	9	3¾ Carrick-on-Shannon.**

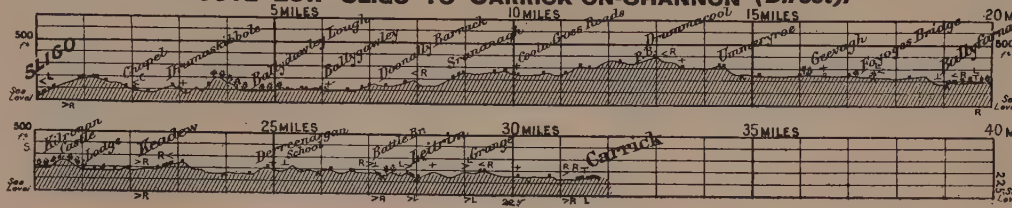
Notes.—Scenery uninteresting except the pretty section from 4 to 5m., and at Lough Meelagh (21½m.).

Hotels or Inns at places marked *.

ROUTE 290. SLIGO TO BOYLE, CARRICK, AND LONGFORD.



ROUTE 291. SLIGO TO CARRICK-ON-SHANNON *(Direct)*.



292 SLIGO TO BUNDORAN.

Description.—Class II. The road is bumpy to Drumcliff, but speedily improves, and after Castlegarren is an exceptionally good road to Bunduff Bridge, after which it is inferior and bumpy to Bundoran. The gradients at 4m. 1 in 14, 6½m. 1 in 19, and 10½m. 1 in 20 are quite short. Irish milestones.

Measurements.—Sligo.**

10½ Grange.*

22⅝ 11⅞ Bundoran,** Bridge.

Notes.—The sharp headland of Benbulbin is very prominent near Sligo, and the Donegal Mountains are almost always in sight after Grange. There is a Cross and Round Tower stump at Drumcliff.

293 SLIGO TO CASTLEBAR.

Description.—Class II. A fine broad road, ascent 1 in 19, with F.P. to Collooney, but with bumpy surface. Thereafter the road is rather inferior, but after Temple, becomes better, with easy gradients to Tobercurry. Thereafter the road is bumpy but quite good going to Swinford, after which the surface is a little better, and approaching Castlebar is quite good, till close to the latter place, when it becomes very bumpy. Excepting the gradients near Sligo, the hills are all quite easy as the road is well engineered.

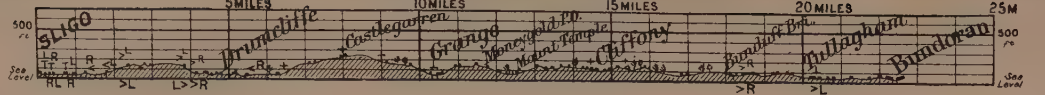
Measurements.

Sligo.**							
5	Ballysadare.*						
7⅛	2⅛	Collooney.*					
11⅞	6⅞	4¾	Ballynacarrow.*				
21½	16½	14¾	9⅝	Tobercurry.*			
29	24	21⅞	17½	7½	Charlestown.*		
35⅝	30⅝	28½	23¾	14⅛	6⅝	Swinford.*	
48¾	43¾	41⅝	36⅞	27¼	19¾	13⅛	Bellavary.*
53	48	45⅞	41⅛	31½	24	17⅝	4½ Castlebar.**

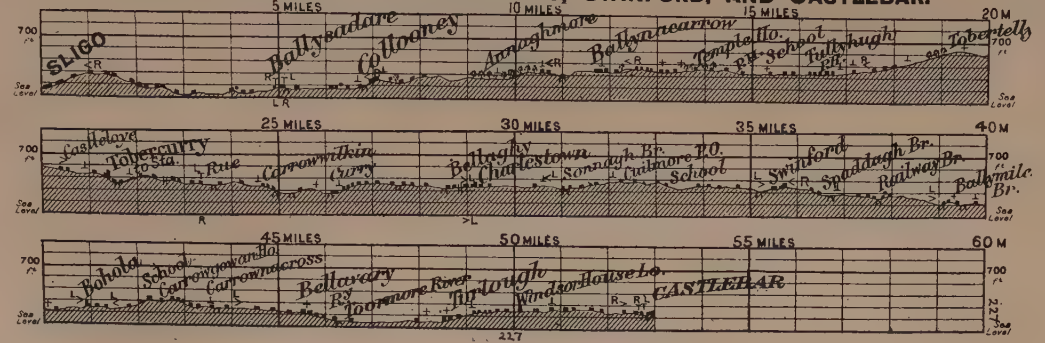
Notes.—Ballysadare: Abbey. Collooney: Battle with French 1798, Markree Castle and Observatory. 14m. Temple House. Thereafter the road is uninteresting practically the whole way to Castlebar. 40m. Meelick Round Tower. 48½m. Turlough Park. CASTLEBAR: occupied by French 1798, Court House.

*Hotels or Inns at places marked.**

ROUTE 292. SLIGO TO BUNDORAN.



ROUTE 293. SLIGO TO TOBERCURRY, SWINFORD, AND CASTLEBAR.



294 STRABANE TO STRANORLAR AND GLENTIES.

Description.—Class II. A rather bumpy road to Clady. Thereafter an easy undulating road of rather better surface to Castlefinn, with good stretches to Stranorlar, where the road is bumpy for a few miles. After Glenmore Sta. the traffic decreases, and although the road is somewhat hilly, the surface is exceedingly good up to 25½m. Thereafter it becomes inferior for about 3m., but after Lough Ea it is much better, until within 4m. of Glenties, where it becomes very bumpy. The ascent at 21¼ and 22½m. is 1 in 20, and at 26½m. 1 in 18, but parts are 1 in 14. The descent is:—at 28½m. 1 in 14, 31½m. 1 in 20, 32m. 1 in 18, 36¾m. 1 in 17.

Measurements.

Strabane.**							
4	Clady.*						
6½	2½	Castlefinn.*					
10½	6¼	3¾	Killygordon.*				
13¾	9¾	7¼	3½	Stranorlar.**			
14½	10½	8	4½	¾	Ballybofey.*		
18½	14½	12	8½	4¾	4	Glenmore Sta.	
22½	18½	16	12½	8¾	8	4	Reelan Bridge Hotel.*
36¾	32¾	30⅜	26⅝	23⅛	22⅜	18⅜	14⅜ Glenties.**

Notes.—An uninteresting road in the open valley of the Finn, but on the ascent after Reelan Bridge there are fine views of the Bluestack Mountains.

295 STRABANE TO CASTLEDERG.

Description.—Class II. As Route 215 to Victoria Bridge, thereafter quite a good road alongside the light railway to Castlederg. The surface continues equally good to Killeter. The Route shown on plan to Victoria Bridge, is the direct hilly road with gradients of 1 in 10 and 1 in 12.

Measurements.—Strabane.**

	5	‡ 4⅜	Victoria Bridge.*	
‡By this route.	13	‡11⅞	7	Castlederg.*
	16½	‡16⅜	11½	4½ Killeter.*

296 STRABANE TO DUNGIVEN.

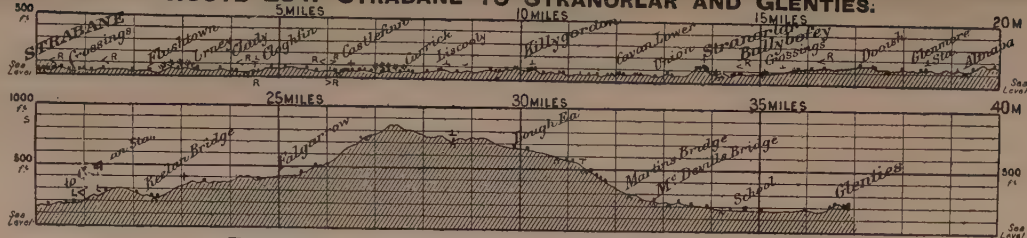
Description.—Class II. This route is of little practical use except as a cross country road. The surface is quite good, but the gradients are practically all 1 in 13 for the first 8m., then 10m. 1 in 17; 14½m. 1 in 10†; 14¾m. 1 in 8†; 16m. 1 in 10†; 21m. 1 in 15.

Measurements.—Strabane.**

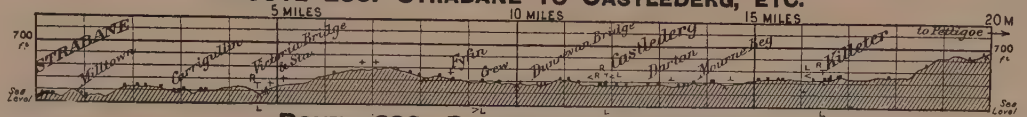
7¾	Dunnamanagh.*		
20½	12½	Feeny.*	
25⅛	17⅜	4⅞	Dungiven.*

*Hotels or Inns at places marked.** *Dangerous Hills.†*

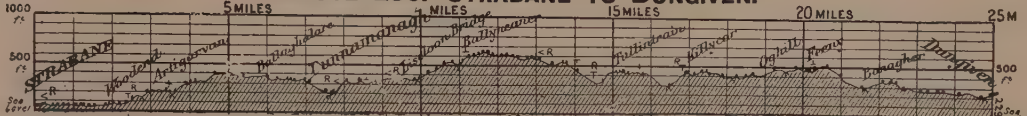
ROUTE 294. STRABANE TO STRANORLAR AND GLENTIES.



ROUTE 295. STRABANE TO CASTLEDERG, ETC.



ROUTE 296. STRABANE TO DUNGIVEN.



297 STRABANE TO LETTERKENNY.

Description.—Class I. The road is very bumpy for 2m., but thereafter is finely engineered, and with very little traffic, over the hill to Pluck. Thereafter bumpy to Letterkenny. Maximum gradient 1 in 18.

Measurements.

Strabane.**			
1			Lifford.*
(...			Raphoe.*)
12¼	7⅝		Pluck.*
17	12⅜	4¾	Letterkenny,** Court House.

Notes.—Raphoe is 2⅜m. to south at 7m. Raphoe: Palace abandoned, Cathedral Church. Letterkenny: Cathedral.

298 STRANORLAR TO CASTLEDERG.

Description.—Class III. A bumpy road to Killygordon, thereafter a steep 1 in 12† ascent, with indifferent surface. After 8½m. the road improves, and though with a stiff 1 in 17 grade at 9m., and 1 in 13 at 11m., the surface is quite good on to Castlederg. The road by the other side of the river is more direct, but it has a hill of 1 in 12.

Measurements.—Stranorlar.**

3½			Killygordon.*
4½	1		Cross Roads.*
13⅜	9⅝	8⅝	Castlederg.*

299 STRANORLAR TO DUNGLOE.

Description.—Class II. The road is bumpy for 2m., but after Glenmore Station there is little traffic, and although the road is somewhat hilly, the surface is quite above the average. The gradients seldom exceed 1 in 20 to 10m., but thereafter 1 in 15 at 10½m., 1 in 12 at 11m., 1 in 14 at 12m., 1 in 15 at 14½m., and 1 in 13 at 17½m.

After Fintown the road rises 1 in 13, and has continuous and dangerous hills of 1 in 12†, with bad turns to 24m., after which the road is of a more open character, across rocky ground, the hills being anything up to 1 in 12, but quite short, except 28¾m. 1 in 14. Approaching Dungloe the surface is bumpy.

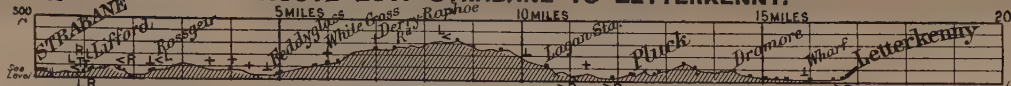
Measurements.

Stranorlar.**					
¾					Ballybofey.*
4½	4				Glenmore Station.
17⅝	16⅞	12⅞			Fintown.*
22⅜	21⅝	17⅞	5		Doocharry Bridge.*
30⅝	29⅞	25⅞	13	8	Dungloe.**

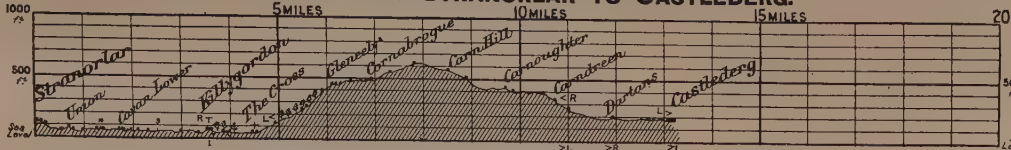
Notes.—Between Fintown and Doocharry Bridge, and approaching Dungloe, the road commands views of the Donegal Mountains.

*Hotels or Inns at places marked.** *Dangerous Hills.†*

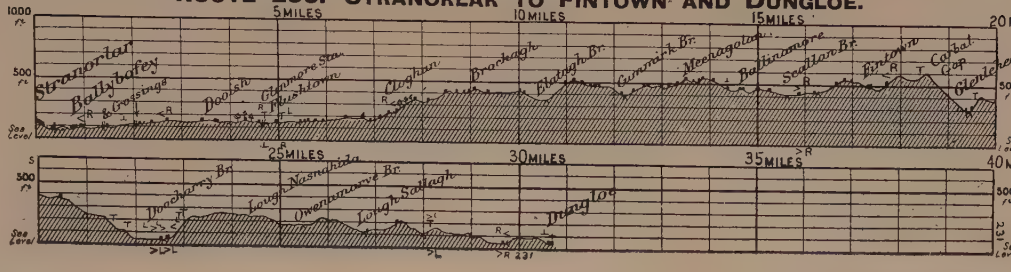
ROUTE 297. STRABANE TO LETTERKENNY.



ROUTE 298. STRANORLAR TO CASTLEDERG.



ROUTE 299. STRANORLAR TO FINTOWN AND DUNGLOE.



300 TIPPERARY TO THURLES.

Description.—Class II. A rather bumpy road to Donaskeagh. Thereafter better surface to Dundrum, after which the road is narrow and slightly undulating, with very little traffic, and short hills of no consequence, the whole way to Holycross, where join Route 80. The surface is very fair, but after Dundrum it is not much used for general traffic.

Measurements.—Tipperary.**

5½			Donaskeagh.
(9	3¾		Dundrum Inn.*)
18¾	13½	10⅝	Holycross.
22¼	17	14¾	4⅛ Thurles.**

Notes.—Dundrum: House (Viscount Hawarden). Holycross: Abbey. Thurles: as Route 80.

301 TIPPERARY TO CHARLEVILLE.

Description.—Class II. There are several routes to Knocklong, one being by Emly. This route, however, is steam-rolled for 6m., and thereafter has wonderfully good surface and not much traffic to Kilmallock, after which it is very bumpy to Charleville.

Measurements.—Tipperary.**

12⅛			Knocklong.*
20½	7⅝		Kilmallock.**
25⅞	13⅝	5¾	Charleville.* (R. 209.)

Notes.—Kilmallock: Castle, Gates, Walls, Friary. Charleville: burned 1690. Flat country.

302 TIPPERARY TO MITCHELSTOWN.

Description.—Class II. Steam-rolled for 6m., then very bumpy to Galbally, after which very smooth surface and easy gradients to Mitchelstown. The gradient seldom exceeds 1 in 18 in the wood at 22m.

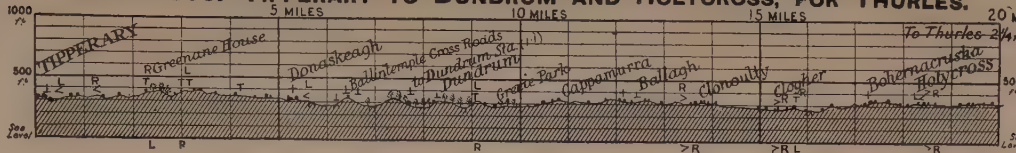
Measurements.—Tipperary.**

9⅝			Galbally.*
15⅝	6⅛		Annaslinga.
23⅛	10½	4⅜	Mitchelstown.**

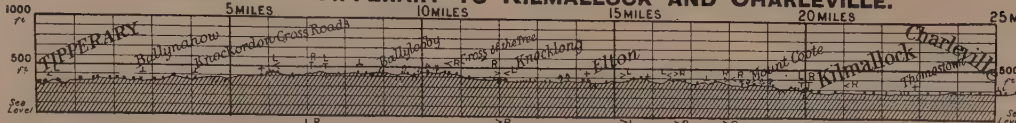
Notes.—Galbally: Moor Abbey. This road commands splendid views of the Galty Mountains, with Galtymore and Templehill very prominent. After 16m. it is rather a pretty route down a valley to Mitchelstown. Mitchelstown: Castle (1823), Crosses (Riots).

*Hotels or Inns at places marked *.*

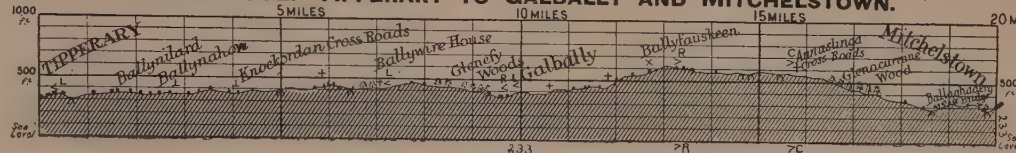
Route 300. Tipperary to Dundrum and Holycross, for Thurles.



Route 301. Tipperary to Kilmallock and Charleville.



Route 302. Tipperary to Galbally and Mitchelstown.



303 TEMPLEMORE TO ABBEYLEIX.

Description.—Class II. Bumpy surface for the first mile, then a good and fairly level road to Rathdowney, after which the surface is poorer, and approaching Abbeyleix is bumpy.

Measurements.

Templemore.*			
6⅝	Lisduff Sta.		
12⅝	5¾	Rathdowney.*	
19½	12⅝	6⅞	Ballycolla.*
24⅛	17½	11¾	4⅝ Abbeyleix.** (Route 230).

Notes.—6½m. Lisduff House. A pleasant road through open country, but with no outstanding features.

304 TRALEE TO KILLARNEY.

Description.—Class I. One of the best roads in the district. A superior and, with the exception of two slight rises, a level road to Farranfore; thence slightly hilly but with excellent surface, then rough near Killarney, but with F.P.

At 3½m. L for Castleisland 10⅞m.; an excellent undulating road.

Measurements.

Tralee.**		
10⅝	Farranfore.*	
20	9⅛	Killarney.**

Notes.—The Killarney hills are very prominent all the way from Tralee to Killarney. Killarney: Gap of Dunloe, Ross Castle, Muckross Abbey, Lakes, Mountains.

305 TRALEE TO BALLYBUNION.

Description.—Class II. A very hilly road with stiff gradients of 1 in 15, but quite good surface over to Abbeydorney. Then a very indifferent road over flat bog country to Crompaun Bridge. Thereafter better surface, with short hills to Ballybunion.

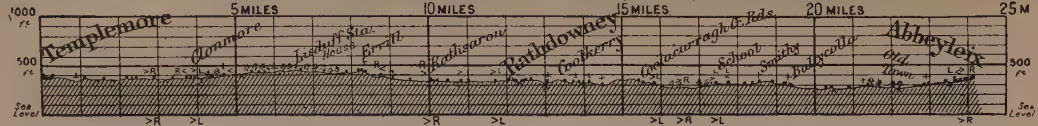
Measurements.

Tralee.**			
5⅞	Abbeydorney.*		
13¾	7¾	Ballyduff.*	
20⅛	14¼	6⅜	Ballybunion.**

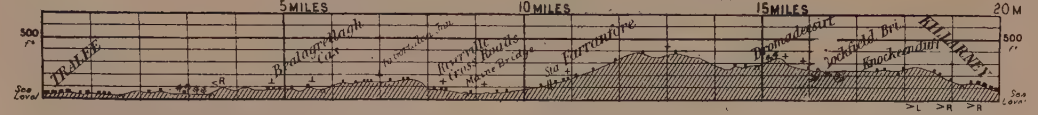
Notes.—Abbeydorney: Monastery Ruins. Ballybunion: favourite resort, Castle, Caves, Doon Bay, Railway.

Hotels or Inns at places marked *.

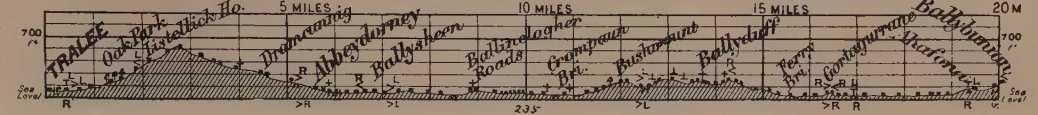
ROUTE 303. TEMPLEMORE TO RATHDOWNEY AND ABBEYLEIX.



ROUTE 304. TRALEE TO KILLARNEY.



ROUTE 305. TRALEE TO ABBEYDORNEY AND BALLYBUNION.



306 TRALEE TO DINGLE.

Description.—Class II. A fairly level road to Castle Gregory Junction, then a long ascent mostly 1 in 27, with a similar but steeper descent (13½m. 1 in 17) to Anascaul, after which the road is mostly undulating, see Route 183. Surface very bumpy for first 2m., then better, and after Castle Gregory Junction excellent on the long hill; bumpy after Anascaul. A light railway runs alongside the whole way.

The road by Castle Gregory and Connor Hill is fairly level and slightly bumpy, but gradually improves after Stradbally, and on the steep ascent—which is mostly 1 in 14 with part 1 in 10†—is fairly smooth. The descent has equally good surface, but is 1 in 13-15-10†-13-20.

Measurements.

Tralee.**					Tralee.**				
9	Castle Gregory Junction.*				9	Castle Gregory Junction.*			
10⅛	1⅛	Camp.			(15¼	6¼	Castle Gregory.*)		
15⅛	6¼	5	Glenmore Station.		16¼	7¼	2¼	Stradbally.*	
19⅛	10⅛	9⅜	4⅜	Anascaul.*	24¾	15¾	10¼	8¼	Summit 1352 ft.
30⅜	21⅝	20⅛	15⅛	11⅛ Dingle.*	29⅛	20⅛	14⅞	12⅝	4⅝ Dingle.*

Notes.—The main route overlooks Tralee Bay. There are some views on the long ascent of Glenmore, but the road is rather shut in by the hills. From Anascaul to Dingle the road is also inland, and there is no prospect.

The finest scenery is obtained on the route by Connor Hill, with the great cliffs of Mount Brandon, the various loughs in its dark recesses, followed by the fine panorama of Dingle Bay, on the western side. This route is far more enjoyable than the main road. Cyclists should allow 1½ hours for the ascent.

307 TRALEE TO KILLORGLIN.

Description.—Class II. For the first 2m. the road is exceedingly bumpy, though level, thence it is a long winding ascent, with two very sharp turns, mostly 1 in 27 with portions 1 in 20, of almost uniformly superior surface. The descent is equally good but with no bad turns. On reaching the level, the road again becomes bumpy, and is an undulating road, with only one short hill at Milltown.

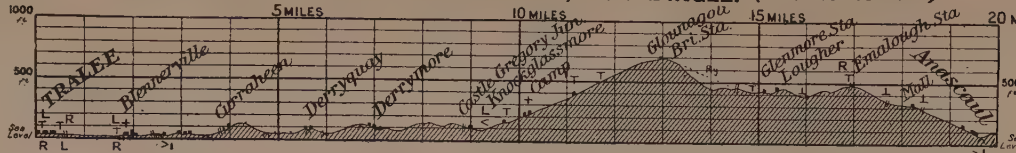
Measurements.—Tralee.**

9⅞	Castlemaine.*		
11¾	2	Milltown.*	
16⅝	6½	4½	Killorglin.*

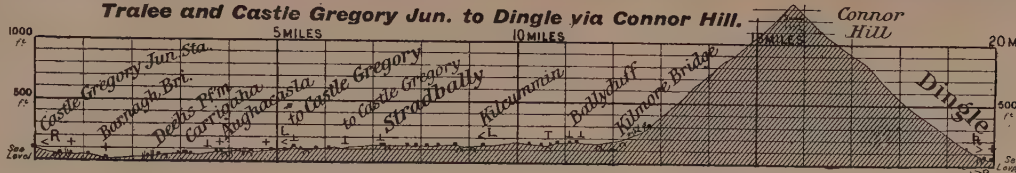
Notes.—An uninteresting road winding over the Slieve Mish Mountains. This road is peculiarly situated, as from the direction in which it is constructed, the prevailing wind is nearly always blowing up-hill.

*Hotels or Inns at places marked.** *Dangerous Hills †.*

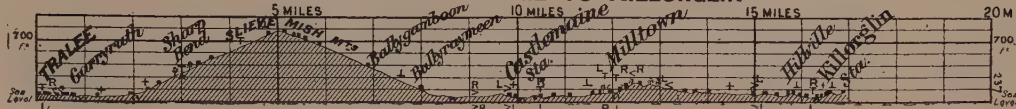
ROUTE 306. TRALEE TO ANASCAUL, FOR DINGLE. *(See Route 183.)*



Tralee and Castle Gregory Jun. to Dingle via Connor Hill.



ROUTE 307. TRALEE TO KILLORGLIN.



308 TUAM TO ATHENRY.

Description.—Class II. An undulating road over this uninteresting half-cultivated part of Galway. Surface rather bumpy, but quite good going, as there is not much traffic.

Measurements.—Tuam.**

	$6\frac{5}{8}$	Ballyglunin Station.
13	$6\frac{5}{8}$	Cossaun.
$16\frac{1}{2}$	$9\frac{7}{8}$	$3\frac{1}{2}$ Athenry.**

Notes.—4m. Ballinderry Castle. 7m. Ballyglunin House. Athenry: Walls, Gates, Friary Ruins.

309 TUAM TO HEADFORD, &C.

Description.—Class II. Although this is not a main route to Connemara, on account of the bad approaches by Galway, this road is much used to reach that district. The road is fairly level throughout, and the hills are quite short, and of no consequence. From Tuam to Headford the surface is slightly bumpy, but some follow the road by Shrule, rejoining this route at Glencorrib Lodge ($17\frac{1}{2}$m.). Thereafter the road is very fair, and approaching Cong has capital surface.

From Cong, to Leenane the road is Class III., and has rather inferior surface, but with some very smooth sections to Cornamona. Thereafter the surface improves, but is rough on the steep ascent—parts 1 in 11†—and bad on the dangerous 1 in 8† winding descent to Claggan. Thereafter the surface is very good, but with some stiff rises over small hills to Maam Inn, where join Route 190; thence an easy road, but with a steep descent to Leenane—1 in 12-14.

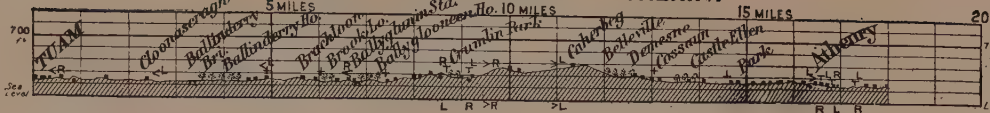
Measurements.

Tuam.**						
$12\frac{3}{8}$	Headford.* (Route 151.)					
$20\frac{1}{8}$	$7\frac{1}{4}$	Cross.*				
$23\frac{1}{8}$	$10\frac{1}{2}$	3	Cong.*			
($26\frac{3}{4}$	$13\frac{1}{8}$	$6\frac{5}{8}$	$3\frac{5}{8}$	Clonbur.**	Route 28.)	
$30\frac{3}{8}$	18	$10\frac{3}{4}$	$7\frac{3}{4}$	Cornamona.*		
$36\frac{1}{2}$	$23\frac{3}{8}$	$16\frac{3}{8}$	$13\frac{3}{8}$	$5\frac{3}{8}$	Maam Inn.*	
$45\frac{1}{2}$	$32\frac{3}{8}$	$25\frac{3}{8}$	$22\frac{3}{8}$	$14\frac{5}{8}$	9	Leenane,** Hotel.

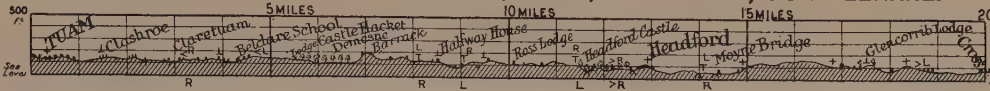
Notes.—6m. Castle Hacket Demesne. Headford: Castle, Ross Abbey. Shrule: Massacre 1641. Cong: Abbey, abandoned Canal. Thereafter it is a pretty road overlooking Lough Corrib as far as Maam Inn. Then uninteresting except near Leenane, which is finely situated on Killary Harbour.

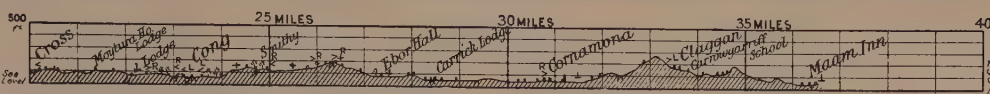
Hotels and Inns at places marked. Dangerous Hills†.*

ROUTE 308. TUAM TO ATHENRY.



ROUTE 309. TUAM TO HEADFORD, CONG, AND MAAM, FOR LEENANE.





310 TULLAMORE TO DUBLIN.

Description.—Class II. An almost flat road of moderately good surface by Philipstown and Edenderry to Enfield. There are a few slight rises over hills, but they are of no consequence.

Measurements.

Tullamore,** Charleville Arms.					
9½	Philipstown.*				
21⅝	12½	Edenderry.**			
31½	21⅝	10½	Johnstown.*		
33½	23⅝	11½	1½	Enfield.*	
59½	49⅝	37½	27½	26	Dublin,** G.P.O.

Notes.—Flat country, the whole of this road being through the Bog of Allen. Philipstown: Fort, Castle Ruin. Edenderry: Town Hall, Castle. Carbury: Castle.

311 TULLAMORE TO ATHLONE.

Description.—Class II. An almost level, but fairly bumpy road, with F.P. all the way to Clara; thence rather better to Moate, after which very bumpy to Athlone, but F.P. all the way, see Route 14. Gradient at 2¼m. 1 in 18.

Measurements.

Tullamore,** Charleville Arms			
7⅛	Clara.*		
13¾	6¾	Moate,* Court House.	
23¾	16⅝	9¾	Athlone,** Bridge.

Notes.—An uninteresting road through flat country. Clara: Mills. Moate: Rath.

312 TULLAMORE TO PORTARLINGTON, &c.

Description.—Class II. An almost level road of bumpy surface for 3m. (F.P.),, then a very fair, slightly bumpy road, but with splendid stretches over a slight rise to Geashill and Clonygowan, after which level, but very bumpy, to Portarlington (F.P. Geashill to Clonygowan), then rather better to Monasterevan.

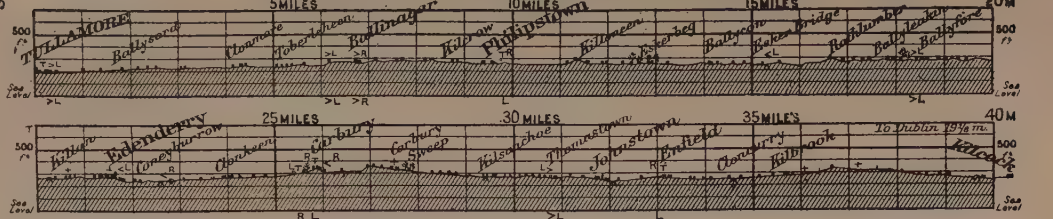
Measurements.

Tullamore,** Charleville Arms.						
7⅞	Geashill.*					
12¼	4⅜	Clonygowan.				
16⅝	8¾	4⅜	Portarlington.**			
22¼	14⅝	10¾	5⅞	Monasterevan.*		
61½	53⅜	49	44⅝	38⅝	Dublin.**	(Route 113).

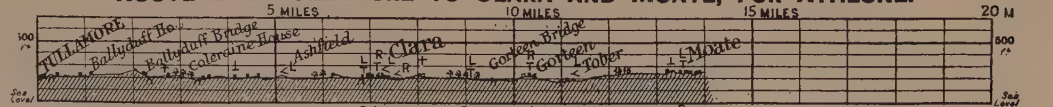
Notes.—Geashill: Castle. 18½m. Lea Castle, destroyed 1315, 1650.

*Hotels or Inns at places marked.**

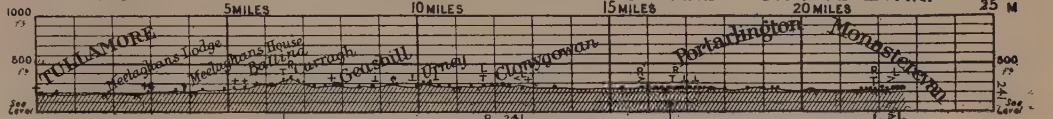
ROUTE 310. TULLAMORE TO EDENDERRY AND ENFIELD, FOR DUBLIN.



ROUTE 311. TULLAMORE TO CLARA AND MOATE, FOR ATHLONE.



ROUTE 312. TULLAMORE TO PORTARLINGTON AND MONASTEREVAN.



313 TULLAMORE TO BALLINASLOE.

Description.—Class II. An almost level and easy road of tolerably good surface –above the average—to Cloghan, thence almost level, with inferior surface to Shannon Bridge, after which very bumpy to Ballinasloe.

Measurements.—Tullamore,** Charleville Arms.

6¾	Blue Ball.			
17⅞	11½	Cloghan.*		
(22⅞	16½	5	Banagher.*	Route 168.)
25⅞	19½	8	Shannonbridge.*	
34½	27½	16⅝	8⅜	Ballinasloe.**

Notes.—An uninteresting road through featureless country. Shannon Bridge: Old Forts. Ballinasloe: Garbally Demesne (Clancarty).

314 TULLAMORE TO BIRR.

Description.—Class II. An excellent and almost level road, surface slightly bumpy, but quite above the average.

Measurements.—Tullamore,** Charleville Arms.

6⅜	Blue Ball.			
12⅜	6	Frankford.*		
17⅜	11	5	Fivealley.	
22½	16½	10½	5⅛	Birr,** Square.

Notes.—1m. Charleville Castle. Birr: Cumberland Monument (1747), Castle, Lord Rosse's Telescope. The ruins of a few uninteresting castles are passed on the road.

315 TULLAMORE TO ROSCREA.

Description.—Class III. As there is not much traffic on this road, the surface is exceptionally good, though not first class. The road is constantly undulating, with a stiff hill at 9¾m., and some bad hills between Kinnitty and Roscrea—19½m. 1 in 10†; 21½m. 1 in 13; 22¼, 22¾, and 23½m. 1 in 16. Surface bumpy near Tullamore and Roscrea. F.P. for 2m. near Kinnitty.

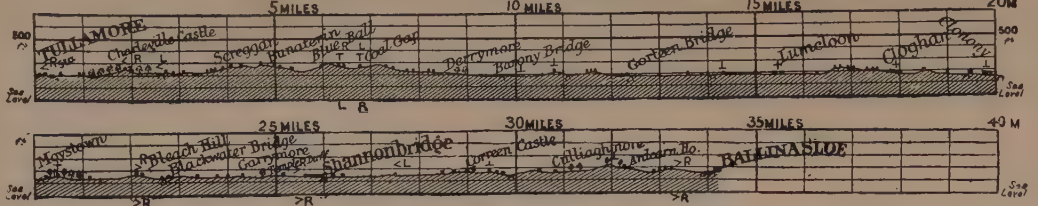
Measurements.—Tullamore,** Charleville Arms.

10	Coolaghcross.				
16⅜	6⅜	Kinnitty.*			
19	9	2⅝	Longford.		
22⅜	12⅜	6	3⅜	Boheraphuca.	
27⅜	17⅜	11	8⅜	5	Roscrea.**

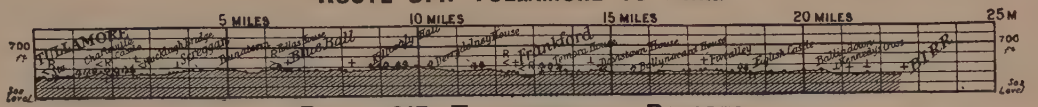
Notes.—The road commands some views of the Slieve Bloom Mountains, and for a good part of the distance runs near their base, with commanding views over Kings County. A well wooded road.

*Hotels or Inns at places marked.** *Dangerous Hills†.*

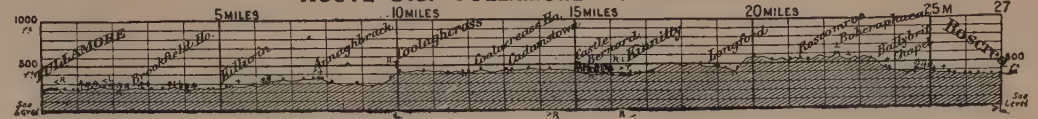
Route 313. Tullamore to Shannonbridge and Ballinasloe.



Route 314. Tullamore to Birr.



Route 315. Tullamore to Roscrea.



316 WATERFORD TO DUBLIN.

Description.—Class II. A very fair undulating road, bumpy at first, but speedily improving, and generally in excellent order as far as Gowran; thereafter it is rather poor and hilly to Royal Oak, where follow Route 65 to Carlow: or R. to Bagenalstown, and follow Route 66. Thence by Route 111 to Dublin.

Measurements.

Waterford,** Clock Tower.						
8½	Mullinavat.*					
15¾	7¼	Ballyhale.*				
21⅛	12⅝	5⅜	Thomastown.*			
29⅝	21½	13⅜	8½	Gowran.*		
36¼	27¾	20½	15⅛	6⅝	Royal Oak.	(Route 65.)
37⅝	29¼	21⅞	16½	8	1⅜ Bagenalstown.*	(Join R. 66.)
38⅝	30½	22⅞	17½	9	Leighlinbridge.*	(Route 65)
46⅝	38⅝	30⅝	25½	17	8 Carlow.**	(Route 65.)
97½	88¾	81½	76⅝	67⅝	58⅝ 50⅝ Dublin.**	(Route 111.)

Notes.—19¾m., Jerpoint Abbey Ruin. Thomastown: Town Walls, Towers, Abbey Ruins. Gowran: Abbey, Castle destroyed 1650, Ballyshanmore Castle.

317 WATERFORD TO CLONMEL.

Description.—Class II. Of the two roads to Carrick-on-Suir, that by the south bank of the river has the better surface. For Portlaw, L at 10⅜m. and rejoin at 12¾m. From Carrick to Clonmel the road is undulating, with fair surface, till the Kilkenny road joins in, whence the surface is magnificent (steam-rolled) to Clonmel. The road by the south bank is ½m. longer, but is steam-rolled.

Measurements.

Waterford,** Clock Tower.				Waterford.**	
(12⅜	Portlaw.*)			12½	Pilltown.*
19	7⅜	Carrick-on-Suir.**		16¾	4¼ Carrick.**
26⅝	15	7⅝	Kilsheelan.*		
32⅛	20½	13⅛	5½ Clonmel.**		

Notes.—Carrick-on-Suir: Castle (Ormonde). Clonmel: Walls, Gate, St. Mary Church.

318 WATERFORD TO NEW ROSS.

Description.—Class I. A well-engineered road, fairly bumpy almost the whole way.

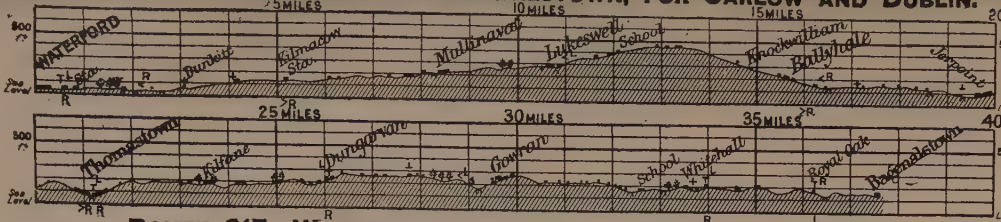
Measurements.—Waterford,** Clock Tower.

9¼	Glenmore.	
15	5¾	New Ross,** Royal Hotel.

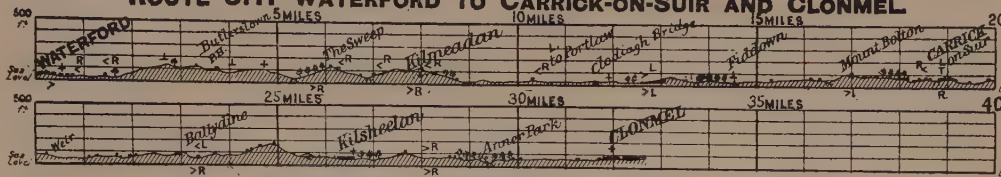
Notes.—An uninteresting inland route, but after 11m. a pleasant run along the banks of the River Barrow, a branch of Waterford Harbour.

Hotels or Inns at places marked *.

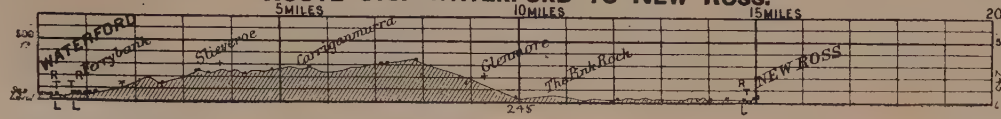
ROUTE 316. WATERFORD TO BAGENALSTOWN, FOR CARLOW AND DUBLIN.



ROUTE 317. WATERFORD TO CARRICK-ON-SUIR AND CLONMEL.



ROUTE 318. WATERFORD TO NEW ROSS.



319 WATERFORD TO YOUGHAL.

Description.—Class I. This is one of the best long stretches of road in this part of Ireland. The surface is quite above the average, and in very good condition, with easy gradients, except 24½m. 1 in 17, to Dungarvan. For the road by the coast, from Kilmacthomas to Dungarvan, see Route 69. English milestones.

Thereafter there is 2m. of bumpy surface, when the road at once improves on ascending the hill, which has four sharp turns—but grade is only 1 in 26—and is excellent, but not quite so good as the first section, till within 5m. of Youghal, when it again becomes bumpy.

Measurements.

Dublin.** (Route 316).					
97¼	Waterford,** Clock Tower.				
103½	6¼	The Sweep.			
(113⅛	15⅞	9⅝	Kilmacthomas.*)		
125⅜	28⅛	22⅜	13¼	Dungarvan,** Market Square.	
144¼	47	40¾	31⅝	18⅜	Youghal,** Devonshire Arms.
173¾	76½	70¼	61⅛	47⅞	29½ Cork.** (Route 96.)

Notes.—The route presents no outstanding features, except the fine view from the hills on both sides above Dungarvan. DUNGARVAN: Castle destroyed by Cromwell 1649, Abbey. Youghal: Clock Gate, Raleigh's House.

320 WATERFORD TO TRAMORE, &C.

Description.—Class II. A very fair easy road to Tramore, and one of the best roads out of Waterford.

From Tramore to Bunmahon the road is class III., with bad hills, all more or less dangerous—8m. 1/9; 8½m. 1/14; 9m. 1/12; 13½m. 1/9; 14½m. 1/8; 15½m. 1/9; 16½m. 1/6; 17m. 1/8 (bad turn); 19½m. 1/17; 19m. 1/10.

This is, however, a very pretty route, overlooking the wild and rocky coast of County Waterford, and well worth the trouble of these severe gradients. From Bunmahon to Dungarvan there is not much traffic, and up to 29m. the surface, though slightly stony, is all that could be desired. The road is a trifle narrow, but the gradients are quite easy. The road becomes bumpy as it approaches Dungarvan. From Dungarvan, Stradbally is best reached from the cross roads at 25⅝m.

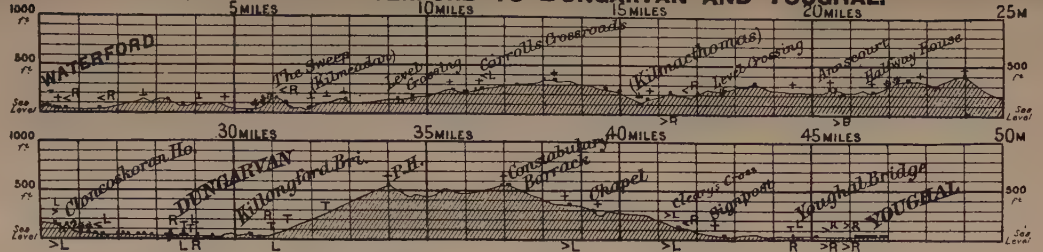
Measurements.

Waterford,** Clock Tower.				
7¾	Tramore.**			
14⅝	6⅝	Annestown.		
19⅞	12⅛	5¼	Bunmahon.*	
(25½	17⅝	10¾	5½	Stradbally.*)
34	26½	19⅜	14⅛	9⅜ Dungarvan,** Square.

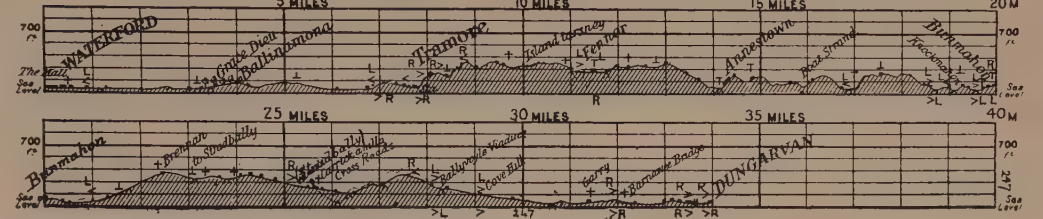
Notes.—Dungarvan—see above. There are the remains of some old copper mines near Knockmahon.

*Hotels or Inns at places marked.**

ROUTE 319. WATERFORD TO DUNGARVAN AND YOUGHAL.



ROUTE 320. WATERFORD TO TRAMORE—TRAMORE TO DUNGARVAN.



321 WESTPORT TO CLIFDEN.

Description.—Class II. After the steep ascent at Westport (1 in 10), the road, though easy, has bad bumpy surface for the first 6m.; after that it is very fair, and improves considerably to Leenane. Thereafter the surface is very smooth, but the hills are stiff. Gradients:—at 23m. 1 in 21; then short hills 24m. 1 in 14-10, 31¾m. 1 in 16-11, 32¼m. 1 in 10, 32½m. 1 in 7† (bad turn). After Moyard the surface deteriorates, but it is quite good, with gradients mostly 1 in 17—but 36m. 1 in 11, 30¾m. 1 in 12. The Lough sometimes floods the road at 29m.

Measurements.

Westport,** The Mall.					
12⅝	Erriff Bridge.				
20⅝	7¾	Leenane Hotel.**			
(29⅝	16¾	9	Kylemore Castle.	Route 280.)	
32½	19½	11¾	2¾	Letterfrack.**	(Route 191.)
41⅝	28¾	21	12	9¼	Clifden.**

Notes.—There is little scenery until Leenane is reached, after which there is all the finest scenery characteristic of Connemara. Kylemore Castle is finely situated.

322 WESTPORT TO LEENANE.

Description.—This route by Louisburgh is much prettier than the direct road (Route 321), as it passes Doo Lough and the Falls of Aasleagh.

Class II. Bumpy surface over the hill (1 in 10) to Westport Quay; after that poor and bumpy surface along the shore of Westport Bay—studded with islands—but gradually improving, and after Murrisk a good road to Louisburgh, overlooking Clew Bay. Thereafter it is a narrow loose road—Class III.—over the bog, descending suddenly (1 in 12) to Doo Lough, after which better surface to Bundorragha, with short hills of 1 in 12 at 25m. and 28¾m., and poor surface, with a sprinkling of grass to Aasleagh; thence excellent to Leenane.

The road shown on the plan from Westport to Westport Quay is through the Marquess of Sligo's demesne—a courtesy granted to cyclists and tourists. Motor cars, carts, and cars with luggage must follow the ordinary road.

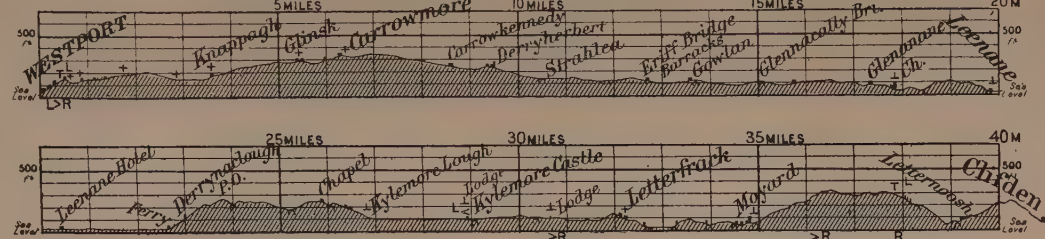
Measurements.

Westport,** The Mall.						‡ Direct.
‡ 1½	1½	Westport Quay.				
‡13⅝	13¾	12⅝	Louisburgh.**			
‡23⅝	23¾	22⅝	10	Doo Lough Hotel.**		
‡33⅝	33⅝	32½	19¾	9¾	Leenane Hotel.**	(Route 321.
‡54⅝	54⅝	53½	40¾	30¾	21	Clifden.*

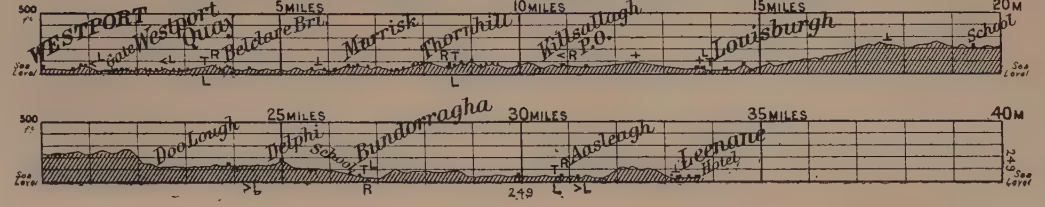
Notes.—Murrisk Abbey, small ruin. Croagh Patrick 2510 ft., is very prominent from Westport to Louisburgh Splendid scenery along Doolough, and all the rest of the way to Leenane.

*Hotels or Inns at places marked.** *Dangerous Hills†.*

ROUTE 321. WESTPORT TO LEENANE AND CLIFDEN.



ROUTE 322. WESTPORT TO LOUISBURGH AND LEENANE.



323 WESTPORT TO ACHILL.

Description.—Class II. A slightly bumpy road to Newport, after which the surface improves, and though there are short stiff ascents, the road is in excellent condition to Mulrany. Thereafter there is a stiff ascent and descent (parts 1 in 13) when it becomes a splendid smooth road to Achill Station. In Achill the road is broken up with heavy traffic, and though fairly easy, is exceedingly bumpy almost the whole way to Doogort. There is a stiff hill of 1 in 13 at 30½m.

Measurements.

Westport,** The Mall.				Castlebar.*
7½	Newport.*			11¼ Newport.*
18½	11	Mallarany Hotel.** (Mulrany P.O).		
26¾	19¼	8¼	Achill Bridge.*	
35½	28	17	8¾	Dugort.**

Notes.—Clew Bay, and its 100 islands dominated by the sharp sugarloaf of Croagh Patrick are seen to advantage near Mulrany. Achill Island: Slieve More Croaghaun Precipices 2192 feet, Seal Cave, &c.

324 WESTPORT TO BALLINROBE, &c.

Description.—Class II. The surface is fair most of the way, but there are many short hills, and the route is not a favourite. Route 73 is joined at 21⅜m. Many cut across to Ballyhean, and follow Route 151 to Ballinrobe.

Measurements.

Westport,** The Mall.				
5¼	The Triangle.			
13⅜	8⅛	Partry,* Barrack.		
19¼	14	5⅞	Ballinrobe.*	
26½	21¼	13⅛	7¼	Mount Jennings Crossroads. (R. 73).
38⅝	33⅜	25¼	19⅝	12½ Tuam.**

Notes.—3m., Aghagower Round Tower several miles to the south. 5m., Aille Cavern.

325 WEXFORD TO DUNCANNON.

Description.—Class II. An inferior road of bumpy surface to Wellington Bridge; thereafter very hilly—16m. 1 in 16, 18¾m. 1 in 13—for 4m., after which easy to Duncannon. At 20¾m. R. for Arthurstown (dangerous descent 1/13-17-10). Some go by Taghmon instead of by Forth Mtn.

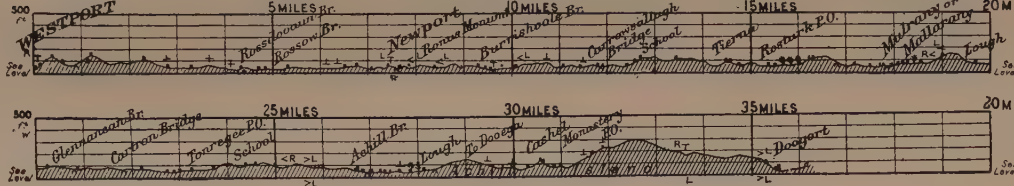
Measurements.

Wexford,** Court House.				
5⅝	Forth Mountain.			
14⅜	8⅝	Wellington Bridge.*		
23½	17⅞	9⅛	Duncannon.*	
23⅞	18	9½	2½	Arthurstown.*
24½	18⅝	10⅛	3⅜	¾ Ballyhack.*

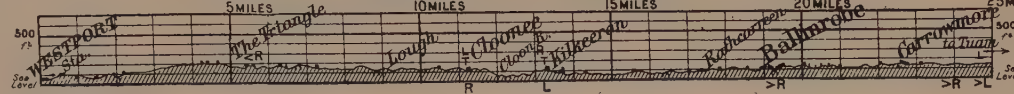
Notes.—The first landing of the Anglo-Normans in Ireland was in Bannow Bay, in 1172.

*Hotels or Inns at places marked.**

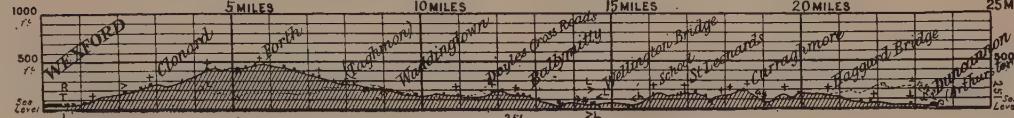
Route 323. Westport to Newport, Mallaranny, and Achill Island.



Route 324. Westport to Ballinrobe and Tuam.



Route 325. Wexford to Dungannon or Arthurstown.



326 WEXFORD TO ARKLOW.

Description.—Class II. The surface is good only as far as Castlebridge; after that it is indifferent till near Wells (15m.) when it becomes very good, but after Ballycanew is an indifferent road to Gorey. Thence the surface is rather better to Arklow, this portion being the old mail road. Gradients:—Nothing above 1 in 18.

Measurements.

Wexford,** Station.					
3½	Castlebridge.				
15⅞	12⅜	Ballyedmond.			
21⅛	17⅝	5¼	Ballycanew.		
25⅞	22⅜	10	4¾	Gorey.**	(Route 135.)
31	27½	15½	9⅜	5⅛	Halfway House.
36½	33	20⅝	15⅝	10⅝	5½ Arklow.** (Route 329.)

Notes.—The scenery possesses no great interest at any point, and the road commands no views. Gorey: Ramsfort House burned 1798.

327 WEXFORD TO ENNISCORTHY.

Description.—Class I. The old mail road to Dublin. A well-engineered broad road but with bumpy surface. F.P. to Ferrycarrig. Taken as a whole, the road is above the average.

Measurements *(English Milestones).*

Wexford,** Station.		
7⅜	Oylegate.	
13½	5⅞	Enniscorthy,** Bridge.

Notes.—The scenery at Ferrycarrig is unique, with the ruined towers on the cliffs on each side of the narrow estuary. Enniscorthy: Anglo-Norman Castle, Vinegar Hill, Fight 1798.

328 WEXFORD TO NEW ROSS.

Description.—Class I. A very bumpy road (F.P.) to Ferrycarrig, then splendid surface and a long easy slope to Knockeen, after which the road is not quite so good but capital going, followed by a stiff descent towards New Ross. The road is finely engineered and takes all the hills in easy slopes. English milestones.

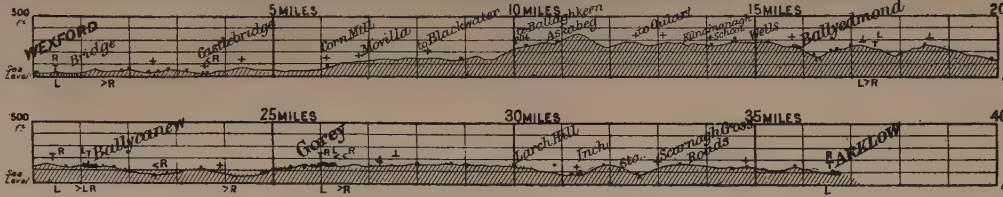
Measurements.

Wexford,** Station.			
(9¼	Taghmon.*)		
11⅝	Camaross.		
17¼	6⅛	Ballynabola.	
24⅛	12½	6⅝	New Ross,** Royal Hotel.

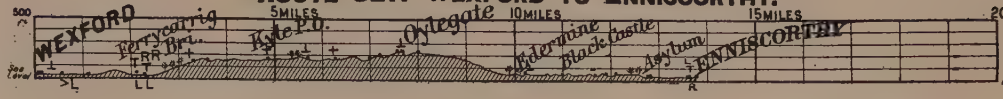
Notes.—An uninteresting road through the heart of the County. 15m. Carrickbyrne Lodge 1798. New Ross: Gates and Walls destroyed by Cromwell 1649, Mountgarrett Castle Ruins, Fight 1798.

Hotels or Inns at places marked *.

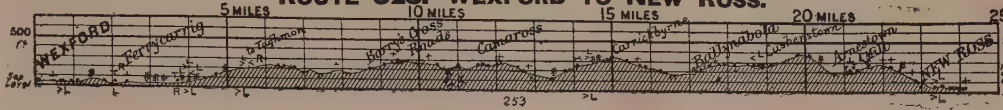
Route 326. Wexford to Gorey and Arklow, for Dublin.



Route 327. Wexford to Enniscorthy.



Route 328. Wexford to New Ross.



329 WICKLOW TO ARKLOW.

Description.—Class II. After the 1 in 25 ascent from Wicklow, the road is an easy, undulating, broad road with the usual bumpy surface. Gradients—at 11¾m. 1 in 17; 14¼m. 1 in 14. The old mail road by the Vale of Ovoca, is superior to this route, in point of scenery and surface.

Measurements.

Wicklow,** Grand Hotel.				*By Vale of Ovoca.*
6⅜	Ballinacor.*			*Wicklow.***
10⅞	4½	Scratenagh Crossroads.		10½ *Rathdrum.***
15⅜	9⅜	4⅞	Arklow.**	22¾ 12¼ *Arklow.***

Notes.—An uninteresting road. Arklow: Castle destroyed by Cromwell.

330 WICKLOW TO RATHDRUM, &c.

Description.—Class I. The road is rather bumpy, with F.P. to Rathdrum; gradients—at 10m. 1 in 17; 10½m. 1 in 12†. Thence the surface is better, but with some stiff hills over to Aughrim; gradients—at 12½m. 1 in 14-17; 13½m. 1 in 22.

Measurements.

Wicklow,** Grand Hotel.				
1⅝	Rathnew. (Route 108.)			
5¼	3⅝	Glenealy.		
10½	8⅜	5¼	Rathdrum,** Crossroads.	(Route 5).
18¾	16⅞	13½	8¼ Aughrim.**	(Route 6).

Notes.—There is pretty scenery near Glenealy, at Rathdrum, and at Ballinaclash, also several good views of the Wicklow Mountains. 6¾m. Deputy's Pass, used by the leader of troops on the way to Glendalough, 1579. An uninteresting road after Rathdrum.

331 WICKLOW TO GLENDALOUGH.

Description.—Class III. Although not the best route, this road is frequently used in returning to Wicklow, as the gradients are more favourable in this direction. A bumpy road to Ashford, thereafter better surface to the entrance to Glenmore Castle, when there is a bad 1 in 6-10-9† ascent for ¾m. This can be avoided by obtaining permission to follow the private road through the Devil's Glen, which rejoins this route at 7½m., as shown on plan. Thereafter the road is good to Annamoe, after which it becomes bumpy and hilly—11m. 1 in 15—to Glendalough.

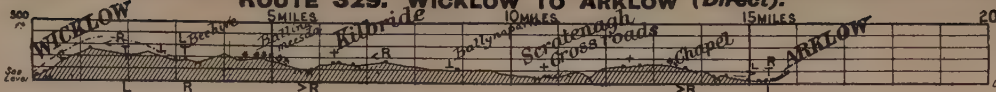
Measurements.

Wicklow,** Grand Hotel.					
1⅞	Rathnew.				
3⅝	1¾	Ashford Bridge.*			
10⅜	8¼	7½	Annamoe.		
13½	11⅝	9¾	2¾	Laragh.*	
14⅜	12⅞	11⅛	4	1¼	Glendalough,** Royal Hotel.

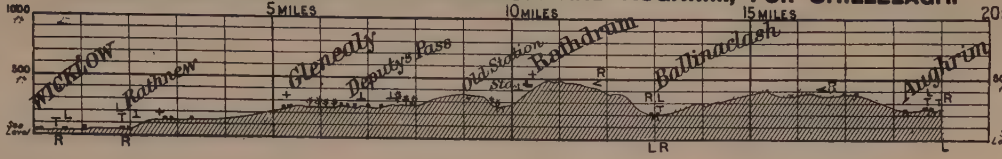
Notes.—The Devil's Glen is a fine gap in the Wicklow Mountains. Glendalough: see Route 5.

*Hotels or Inns at places marked.** *Dangerous Hills†.*

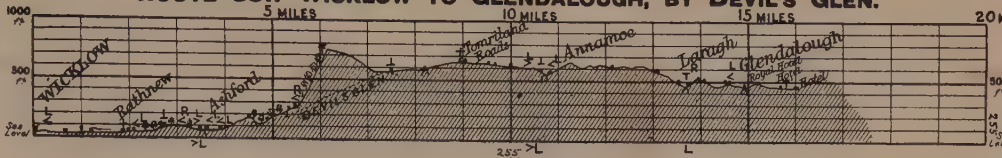
ROUTE 329. WICKLOW TO ARKLOW (Direct).



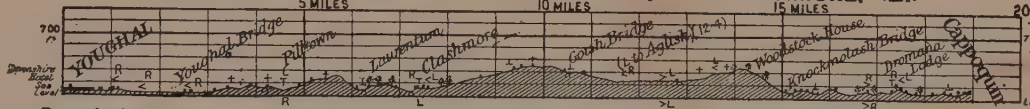
ROUTE 330. WICKLOW TO RATHDRUM AND AUGHRIM, FOR SHILLELAGH.



ROUTE 331. WICKLOW TO GLENDALOUGH, BY DEVIL'S GLEN.



ROUTE 332. YOUGHAL TO CAPPOQUIN, BY CLASHMORE. (E.)



Description.—Class II. A bumpy road for 4½m., then a fairly good country road, with 1 in 11 at 13½m. and 1 in 10† at 14½m. The best way is to go via Villierstown and (by courtesy) through Dromana Park demesne.

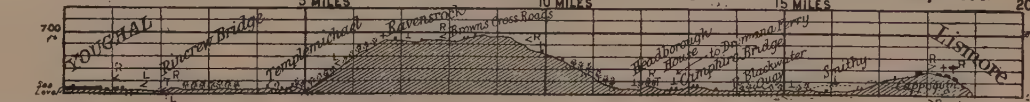
Notes.—The River Blackwater is scarcely seen from this road, Route 333 is much prettier.

Measurements.

Youghal,**		Devonshire Arms Hotel.
7¼		Clashmore.
(14¼	6¾	Villierstown.)
18¾	11⅜	4⅛ Cappoquin.**

*Hotels or Inns at places marked *. Dangerous Hills.†*

ROUTE 333. YOUGHAL TO LISMORE OR CAPPOQUIN, BY CAMPHIRE. (W.)



Description.—Class II. A bumpy road with F.P. to Rincrew Bridge, then fair surface to the foot of the long hill which is mostly 1 in 17; on this and on the descent—mostly 1 in 21—the surface is excellent, but thereafter only fair. For Cappoquin turn R at 15⅜m.

Notes.—The riverside scenery near Templemichael and at Camphire is very beautiful.

Measurements.

Youghal,**		Devonshire Arms Hotel.
12⅝		Camphire Bridge.
18½	5¾	Lismore,** or
18¾	6⅛	Cappoquin.**

*Hotels or Inns at places marked**

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Reminiscences of Ireland.

When cycling through a wood, the heavy rains had made the road a perfect swim of mud several inches deep; alongside was a new and exquisite cement pavement, inviting in its smoothness, and no one was in sight. Rejoicing in avoiding the appalling mess on the road, a corner was turned, only to find the local constable waiting. Visions of fines, prison, and all kinds of terrors flickered for an instant, but the constable only dragged two children close to the wall, "Come out of the way of the gentleman," he said scoldingly, and with a courteous "Good Morning," left me to pursue my way, thankful that in Ireland one has a chance of 'Elastic' Law.

That all are not thus happily situated is evident from the Doctor situated somewhat similarly, but who was nabbed in the act by the patrol. He pleaded a life-and-death case, and urged every excuse to immovable officials. They demanded his name and address, but he failed to give one that they felt was reasonably genuine, and the argument lasted some time, until another cyclist was seen also approaching on the Footpath, but in the utmost confidence. It was the D. I.—the Divisional Inspector of Constabulary! The next instant the whole party burst out laughing, and the Doctor jumped on to his bicycle, and continued his journey on the footpath.

The officials who do this, naturally find themselves sometimes in a rather awkward predicament. One, a magistrate, was rather late one morning, and took the footpath at full pace to get to the Court in time. Imagine his amazement when he found that in an outburst of zeal, the local constabulary had been running in the footpath-riders they had caught. Everybody knew the judge had just cycled up on the footpath, and the court was convulsed with suppressed merriment. When the evidence had been given, the judge looked severely round, "This is a bad case," he said, in his most solemn manner, "5/- and costs."

That there is another side to this kind of thing, is seen from the story of a young lawyer, who, riding daily along a footpath, was rather annoyed on one occasion because a factory girl did not give him room to pass. The girl fell, and was badly hurt. Her friends advised a case, but she refused to do anything. When she came out of hospital she made her way to the place and waited, leaning over the low wall. As the young man came past, she started back; in doing so swung round her skirt into the wheel, and the next moment the young man was lying on the road with a broken collar bone. Of course it was an "accident."

Ready wit, without sting of any kind, often arises on the slightest excuse. While waiting at a small junction, a wildly gesticulating passenger in an outgoing train drew my attention. "I've left my umbrella in the waiting room, send it on," cried the unfortunate one. "All right, sir," shouted a porter, "If we send it by telegraph it will be there before ye."

On one occasion having to put up at a small Inn, the wide open window of the room was a source of considerable wonder, as it is not a usual practice. By accident the door shut, and it was then found the latch and the door-handle had no connection! Nothing perturbed, the proprietor lifted a knife from the table, applied it to the lock, and the next moment the door was open. The window was left open, apparently, in case no one should chance to be inside when the door shut!

The essentially romantic nature of the people cannot be better expressed than by relating an experience when watching some magnificent waves in a storm, hurling themselves against a barrier and sparkling in the twilight. A band was playing some 'popular' music in the distance. A small boy came up and stood watching, entranced with the scene. He sidled up confidingly, "Eh, mister," he said in a hushed voice, "this is far finer than listening to that music."

H. R. G. I.

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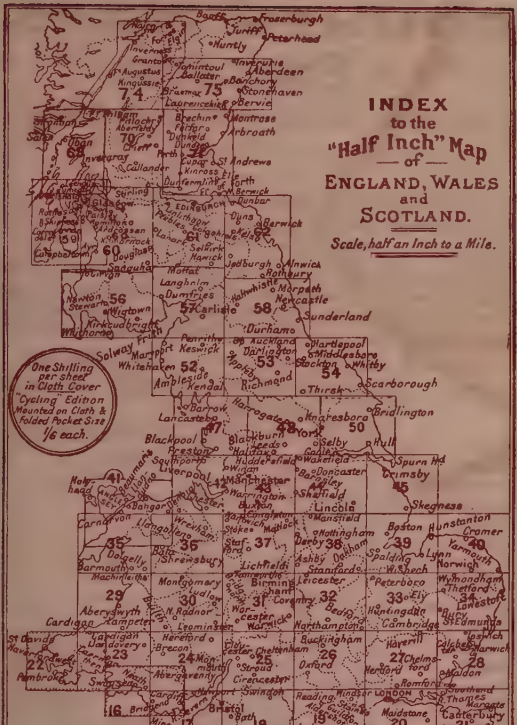
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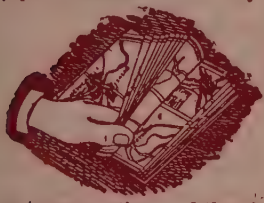

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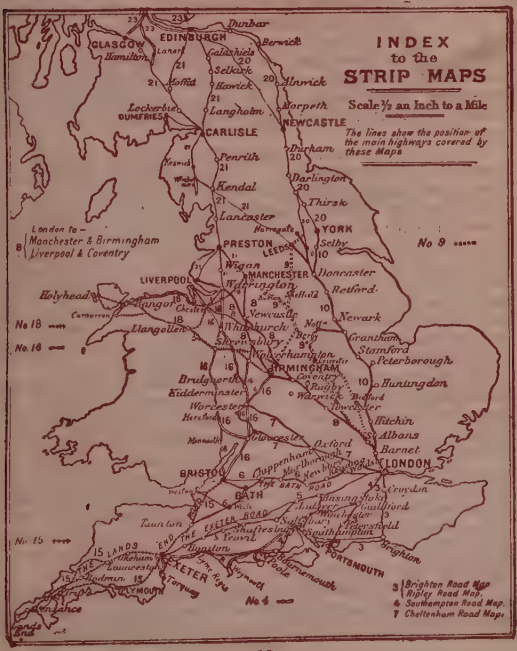

No. 3.—London to Brighton and Portsmouth gives in one Map the roads to these two places, as well as the cross road from Brighton to Portsmouth and Southampton, thus joining on to No. 4 at the latter place.

No. 4.—The Southampton Road gives two routes to Winchester, and thence the two roads through the New Forest to Bournemouth (and Weymouth), and on to Exeter by Dorchester and Bridport, joining No. 5.

No. 5.—The Exeter Road; London to Salisbury by Stockbridge or Andover, on to Exeter and Torquay, by Yeovil or Sparkford, joining No. 6. The parallel road by Stonehenge is also shown.

The continuation to Land's End, etc., is shown in No. 15.

No. 6.—The Bath Road; London to Bath and Bristol, with the branch routes to Weston-Super-Mare, Cheddar Cliffs, Wells, Taunton, and Exeter, joining No. 5.

The continuation to Land's End, etc., is shown in No. 15.

No. 7.—The Oxford Road; London to Oxford direct by Dashwood Hill, or by Windsor; thence to Cheltenham, Gloucester or Malvern, with the parallel route by Woodstock to Worcester and Malvern.

Map No. 16 is joined at Gloucester or Worcester.

No. 8.—The Liverpool and Manchester Road; London to Rugby, Coventry, Birmingham, Lichfield, Chester, Liverpool, Manchester, or Warrington, with the routes connecting Birmingham and Wolverhampton with the same places.

The continuation to North Wales and Holyhead by Shrewsbury or Chester is shown in Map No. 18: to Preston, The Lakes, Carlisle, and the North, is shown in No. 21.

No. 9.—The Midland Road; London to Northampton, Leicester (with the route by Bedford), Derby, Nottingham, Matlock, Buxton, Manchester; or Sheffield and Leeds, by Chatsworth or Chesterfield. This Map gives a different road to Manchester from No. 8, and to Leeds and Nottingham from No. 10. The branch road from Birmingham to Derby being also shown, this Map makes the through connection from the West of England to Sheffield and Leeds, and joins the North Road as shown in Map 20.

No. 10.—The Great North Road, Part I.; London to Peterborough, Grantham, Doncaster, Leeds, Harrogate, or York, with the branches to Bedford and Nottingham. This Map shows the Trunk Road and Railway from London to the North, with its more important branches. Map No. 9 runs parallel with it, and shows the alternative routes to Nottingham and Leeds. Nos. 10 & 20 give the East Coast Route to Edinburgh; Nos. 8 & 21 give the West Coast Route.

The continuation to Newcastle and Edinburgh is shown in No. 20; from Leeds to the English Lake District and Carlisle is shown on No. 21.

No. 15.—The Land's End Road; This, the first section of the Map from Land's End to John o' Groats, gives the main road from Bristol to Exeter, and thence the parallel

routes to Land's End *via* Plymouth, or *via* Okehampton and Launceston.

The continuations North are Nos. 16, 21, 23, and 28.

No. 16.—The Bristol to Lancashire Road covers a network of routes: and provides for the connecting lines from Bristol to Liverpool (by Shrewsbury or Worcester), Manchester or Birmingham: and from Liverpool to Chester, Shrewsbury, Hereford and the Wye Valley; or the Severn Valley by Bridgnorth to Gloucester or Cheltenham.

The continuation Northwards is No. 21. The continuation Southwards to Exeter and Land's End is No. 15.

No. 18.—The North Wales Roads cover a network of routes, and give the roads from Liverpool, Manchester, Coventry, Birmingham, etc., to Chester, Llangollen, Bangor, Carnarvon, Holyhead, Rhyl, and Llandudno. No. 9 adds the connection from London; No. 16 from Bristol; No. 21 from Carlisle and the North; Nos. 7 and 16 from Oxford.

No. 20.—The North Road, Part II.; Edinburgh to York is the continuation of No. 10 from London to Edinburgh. It gives the road and railway from York to Newcastle, Alnwick, Berwick, and Edinburgh, and also shows the more direct hill road by Jedburgh. The West Coast Route to Edinburgh is shown in Nos. 8 and 21.

The continuation North to Perth and Inverness is No. 23.

The continuation South to London is No. 10; to Sheffield, Derby, and Birmingham is No. 9.

No. 21.—The Carlisle Road shows the road from Liverpool, Warrington, Manchester, or Leeds, to the English Lakes and Carlisle; thence to Dumfries, Glasgow, or Edinburgh. In addition to the popular route through Windermere and Keswick, the main highway by Penrith is also shown, and the two parallel routes to Edinburgh by Hawick or Moffat are given.

The continuation Northwards is No. 23. The continuations Southwards are—to London, Birmingham, Coventry, etc., No. 8; to Derby, etc., No. 9; to Shrewsbury, Worcester, or Bristol, No. 16; to North Wales, No. 18.

No. 23.—The Highland Road; Edinburgh or Glasgow to Perth and Inverness. Two routes from Edinburgh to Perth are given: the Ferry routes by Queensferry or Burntisland, and the longer round by Stirling. An inset strip also gives the connecting road from the "Carlisle" Road (No. 21), direct to Stirling on the main route from Land's End to John o' Groats.

The continuation Northwards is No. 28. The continuations Southwards are:—To Carlisle and the West Coast, or to Leeds, No. 21; Newcastle and the East Coast, No. 20.

No. 28.—The John o' Groats Road; Inverness to Caithness, *via* Tain, Bonar Bridge, Helmsdale and Wick to John o' Groats, forming the fifth section of the Map fmro Land's End to John o' Groats.

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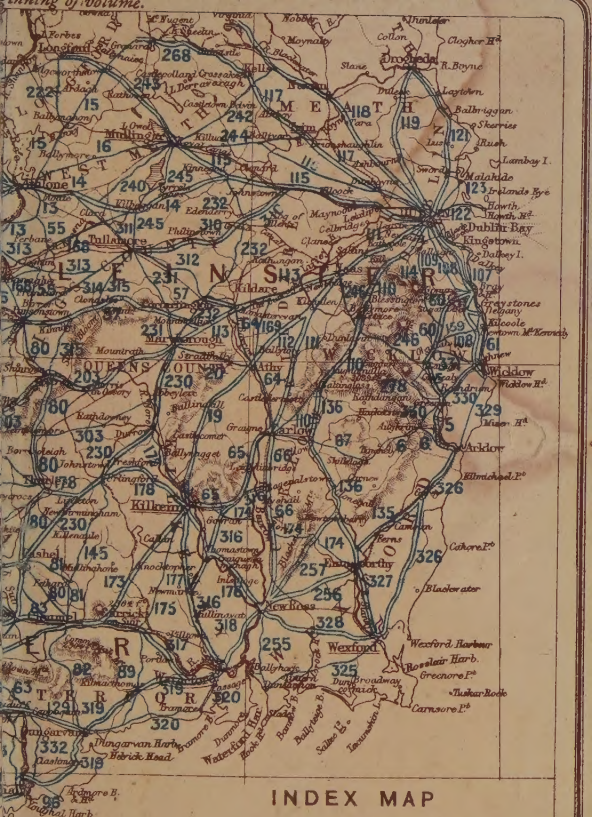

INDEX MAP OF IRELAND.

The numbers on the Map refer to the Routes.

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